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American Railroad Journal.

Saturday, June 4, 1853.

Progress of the United States in Material Greatness.

The most indifferent observer of affairs cannot fail to have been impressed with the evidence that is on all sides exhibited, of the vastly increased relative importance which the United States have attained within the last few years, in the community of nations. Inheriting the same principles of civil liberty and the same love of conquest and of gain as our Saxon ancestors, we have added to their stock of ideas whatever could be imported from the continent of Europe and the East.

Twenty years ago the cities of New York and Liverpool were as much, if not more alike, than any two commercial towns of the United Kingdom; and they were nearly equal at that time in population and in business.

Institute a comparison between these two cities for a period of twenty years prior to the present time, and you have a type, or measure of the relative progress of the two great commercial nations of the earth, which the two cities above named so faithfully represent; and in the future of these two cities we may mark and chronicle the subsequent history of the United States and the British Isles.

Liverpool is introduced in this comparison, rather than London, the great metropolis of Europe,

because the former city is a type of England in modern times, the mart of her manufactures the centre of her foreign commerce, and the home of the freest opinion in Europe on all questions of public policy and of national concern.

New York, in fifty years after the adoption of the constitution of the United States, reached a growth that Liverpool only attained after a period of more than a century of similar prosperity, and yet Liverpool from her rapid advancement in business, population and wealth is the wonder of all Europe or the pride of the British Isles.

The end of the next half century of our history or one hundred years from the time that the United States became a nation, the city of New York will rival London itself in population and business.

We entertain no vain hopes of commercial superiority, nor do we believe that for many years to come, any country will rival England in realized capital, or any city in the world equal in wealth the city of London; but as far as the possession of objects of desire to the common mind is concerned, the elegance of its private residences, the magnificence of its public edifices and its business structures and the display of the flags of other nations in its harbor, one may confidently assert that New York within thirty years from this time will have no superior or rival.

What is thus briefly predicated of New York may with equal if not greater truth be inferred for the whole country. We have a territory equalling in size the continent of Europe, with every element of property, of social and commercial progress. We are advancing in a knowledge of the arts of life beyond what is known to any other people. The mechanical and inventive skill of our own population is aided by the introduction into our midst of the ideas of all other nations, and the avenue to wealth and to the highest social position in New York, is as easy as the way to market.

The railway is the great agency that lies at the production of all this progress; it is the railway that is working out these changes. Every considerable seaport upon the Atlantic coast has its lines of railway already built or projected, reaching backward into the interior, penetrating in every direction, the great Basin of the St. Lawrence on the north, and the still greater Basin of the Mississippi on the west,—the great store-house of

human sustenance, the granary of the earth. These leading lines which follow in their general course of the parallels of latitude, crossed by other lines of railway running north and south from the St. Lawrence to the Gulf of Mexico, between the Atlantic coast and the Mississippi. Other lines, extending from the cities of the seaboard to those of the interior, cross diagonally the various squares into which the country is marked by the railway following the parallels of latitude and longitude;—and if we can speak with confidence of any thing in the future, it is the certainty that railroads are to extend on this continent to every community where human habitations are to be found.

The earliest lines which radiated from a few of our leading cities at the outset of our railway system, have been gradually extended till these lines have met and become connected. The comparative value that the roads thus connected bear to the whole system is much like the relation that the materials that make up the framework of the Crystal Palace bear to that edifice before their adaptation to each other, and after its final completion.

Other cities of the continent are destined to enjoy a measure of success, and if not fully equal to that of N. Y. holding a relative position. But we cannot now receive any check to the progress of this city which shall not affect the whole country to the same general extent. Every mile of railroad,—every foot of canal navigation,—every line of steamboats adds something directly or indirectly to the business and the commerce of New York.

The growth of New York in the same measure adds to the value of all the products of the country. Villages, towns and cities are springing up along the line of every leading railroad in the Union, whose business men are interested if not directly connected with the trade of New York. And within striking distance of each business locality, the value of each farm, of each water fall and of every forest, also is doubled if not quadrupled in value.

As wealth increases, every locality shows the common desire for improved means of communication, and thus from the heart of the country to its farthest extremity, a common impulse is given to the energies and the productive powers of the race,

Foreign improvements and processes in agriculture and in art are as readily naturalized as is the adopted citizen, and a progress in national greatness is thus induced which has seen no parallel in the history of mankind.

England, and the British Isles generally, are supplied with their leading trunk lines. The capital already invested in railways in the United Kingdom exceeds *twelve hundred millions of dollars*. This vast expenditure has been made almost entirely within the last 25 years, and about *ten hundred millions* of this sum within the last 9 years. At the end of the year 1844 the expenditures for railways in the British Isles had reached about 60,000,000 sterling, or about \$300,000,000 only in all.

The prodigious outlays which the schemes of '44 & '45 required, produced a reaction in public sentiment, that has not yet lost its influence upon the public mind of England, and the new expenditure of capital for railway objects in England do not at the present time exceed £10,000,000 sterling per annum.

Her immense realized surplus capital, supposed to be equal to £100,000,000 sterling per annum, seeks investment abroad. Her population follow the track of this capital, to France, Spain, Piedmont and elsewhere on the continent of Europe to the British American Provinces and the U. States. Every day attracts more and more of this capital and this population to this continent, and especially to this country.

No agency has yet been devised that bears any comparison with the railway, for its ability to advance the material interests of the community engaged in building them, and the period in which railways are in process of construction is always marked by a brisk circulation of money, and a rapid increase of its population. Cheap food and cheaply built railways are the great material facts in our present condition. Our own people can expend in the United States in the construction of railways the amount of money to each person, equal to what has been done in England, with far greater assurance of a fair return for the capital employed. The British Isles with about 110,000 square miles of territory, and twenty-seven and a half millions of people, has about 7,000 miles of railway in operation, involving an expenditure equal to \$486 to each person within the United Kingdom. The United States with an extent of territory equal to 3,200,000 square miles, has 1,065,158 square miles, without Texas or California, in which railways are now in progress, containing in 1850 more than 23,000,000 of people. Allowing us to expend at the same rate per person as in England, we shall then have more than *ten hundred millions of dollars*, or twice the amount of all our present investments in railways.

The ease and cheapness with which substantially built roads are constructed in this country will lead to their extension in the United States beyond beyond our present means of conjecture.

Besides this, our population is increasing at the rate of 3 per cent per annum upon the whole number of persons and will in a few years reach an annual increase of a million.

Allowing our population to increase only in the ratio of 3 per cent annually, which has been the average rate for the last 50 years, and it gives the following general result:

1850.....	23,000,000
1851.....	23,690,000
1852.....	24,400,700
1853.....	25,112,721
1854.....	25,836,702
1855.....	26,568,303
1856.....	27,463,202
1857.....	28,277,048
1858.....	29,125,411
1859.....	29,999,173
1860.....	30,899,048

It will not be regarded as extravagant to assume that in 1860 we shall have expended upon railways in the United States an amount equal to the sums invested at this upon railways in the British Kingdom to each inhabitant of the British Isles. This would give an aggregate expenditure upon railways exceeding at that time thirteen hundred millions of dollars.

We have not spoken of the wisdom of the policy indicated, or of its probable results upon business. We are merely contemplating the influence of this extraordinary state of things upon the material interests of this country in comparison with those of other lands.

We have touched a topic so fruitful in suggestion that there is danger of extending our remarks beyond the patience of our readers.

We therefore suspend for the present the train of remarks which naturally follows from the premises assumed.

The New York Central Railroad Company.

We have in a former issue published the Act authorising a consolidation of several lines of railroads into the "New York Central Railroad Company," and an abstract of the contract. We are now favored with a complete copy of the contract for carrying into effect the purposes of that Act, which is of so much interest to the public that we now give the same at full length to our readers:

AGREEMENT,

Made this 17th day of March, in the year 1853, between the Albany and Schenectady railroad company, the Troy and Schenectady railroad company, the Utica & Schenectady railroad company, the Mohawk Valley railroad company, the Syracuse and Utica railroad company, the Syracuse and Utica Direct railroad company, the Rochester and Syracuse railroad company, the Buffalo and Syracuse railroad company, the Rochester, Lockport and Niagara Falls railroad company and the Buffalo and Lockport railroad company, all bodies corporate existing under the laws of the state of New York.

Whereas, by an act of the legislature of the said state of New York, passed on the 2nd day of April, 1853, entitled "an act to authorise the consolidation of certain railroad companies," the several companies above named or any two or more of them were thereby authorised at any time to consolidate such companies into a single corporation, in the manner therein mentioned, as on reference to the said act will more fully appear.

And whereas, negotiations have heretofore been entered into by and between the said several companies, for the purpose of effecting their consolidation into a single corporation as authorised by the said act of the legislature, and the same has been agreed upon, on the terms and conditions hereinafter mentioned and contained.

Now therefore, this agreement made by and between the several companies above named, under and in virtue of the authority conferred upon them by the act of the Legislature aforesaid, Witnesseth that the said several companies, herein before named, do agree, and each for itself severally do hereby agree, that the said several companies or bodies shall be consolidated into and form one corporation under the name of

THE NEW YORK CENTRAL RAILROAD CO.

which shall continue for the term of 500 years from its commencement.

And in pursuance of the said act of the legislature, the parties hereto do hereby prescribe the following terms and conditions of the said consolidation, and do respectively agree thereto, and to the mode of carrying the same into effect as herein provided for:

ART. 1. The directors of the said new corporation shall be 13 in number. The first election of directors is to be held in the City Hall in the city of Albany, on Wednesday the 6th day of July next, between the hours of twelve o'clock noon, and 3 o'clock in the afternoon of that day. Notice of the time and place of the said election shall be given at least thirty days previously thereto, by the presidents of the respective companies, parties hereto in the state paper, and in at least one newspaper published in each of the cities of New York, Boston, Albany, Schenectady, Utica, Syracuse, Auburn, Rochester and Buffalo.

The following persons, to wit, Henry H. Martin, George Dexter, and Rufus G. Beardslee of the city of Albany, all stockholders in some one or more of the said companies, are hereby appointed inspectors of the said election, to perform the usual duties required by law in such cases. The inspector or inspectors attending at the time and place fixed for the election, shall have the power to fill any vacancy occasioned by the non attendance of any one or more of their number. Any person so appointed to fill a vacancy, must be a stockholder in some one of the companies, parties hereto. Should neither of the inspectors attend at the time and place appointed for the election, the stockholders present at the hour fixed for opening the polls shall have power by the vote of a majority in number of those present, to choose three persons, being stockholders, in one or more of the said companies, who, or any two of whom, shall have power to act as the inspectors of the said election. There shall be chosen at the said election three persons as inspectors at the next succeeding election of directors as required by law. All stockholders in the several companies parties to this agreement, shall have the right to vote at the said election in person or by proxy, and shall severally be entitled to two votes for each share of stock, (being \$100 at par) held by such stockholders, in either or any of the said companies, except as to the Buffalo and Rochester railroad company, the shares in which being \$50 each, one vote only shall be allowed for each share of stock in the said company. The thirteen persons being stockholders in some one or more of the said companies, parties hereto, receiving a majority of votes at the said election, shall be the first directors of the said "N. York Central railroad company."

In the event of a failure to elect the said directors, or any one or more of the number by a majority vote on the first ballot, the said inspectors shall immediately after canvassing the votes and ascertaining the result, again open the polls of the said election for the election of the said directors, or of such number of them as may not have been chosen on the first ballot, as aforesaid, and shall keep the polls of the said election open for at least one hour and until all the stockholders, present or represented, and wishing to vote shall have voted, and the person or persons receiving a majority of votes on the said second ballot shall be declared elected. If the choice of directors shall not be completed on the second balloting either as to the whole or any portion of the number remaining to be chosen as aforesaid, as many more ballotings shall be had as may be necessary to effect such choice, which ballotings shall severally be conducted on the same principles as the second balloting, excepting that after the second balloting a plurality of votes only shall be necessary to an election. If, however, after four ballotings it shall so happen that a portion of the directors shall have been chosen, no further ballotings shall be had, but the persons so chosen, or a majority of them, shall with as little delay as may be, fill up and complete the board by the choice of such persons being stockholders in

some one or more of the said companies, as they may see fit. The directors chosen in pursuance of this article shall hold their offices until the annual election of directors in the said new corporation, to be held in the year 1884, as hereinafter provided for, and until others shall have been elected in their places.

ART. 2. The directors of the said new corporation shall thereafter be chosen annually, on the 2nd Wednesday of December, in each year after the present year—1883—by a majority of the votes of the stockholders voting at such election in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places. In the election of directors, each stockholder shall be entitled to one vote for each share of stock held by such stockholder. Vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. At each election of directors, three inspectors of election shall be chosen for the next annual election of directors as required by law. No person shall be a director, unless he shall be a stockholder, as required by the general railroad law.

ART. 3. The capital stock of the said new corporation being limited by the act aforesaid to the aggregate amount of the capitals of the several companies thus consolidated, the respective parties hereto do severally agree and declare that the capital stock of the said corporations respectively, together with the amount, if any, of outstanding bonds, legally issued by the said several corporations, with the right or privilege to the holders thereof to convert the same into the capital stock of such companies respectively at par, on surrender of the said bonds and on the terms therein mentioned, are as follows:

Albany and Schenectady railroad company.....	\$1,535,860
Convertible bonds of the said company, outstanding.....	86,000
Schenectady and Troy railroad Co....	650,000
Utica and Schenectady railroad company.....	4,500,000
Mohawk Valley railroad Co.....	1,575,000
Syracuse and Utica railroad Co.....	2,700,000
Syracuse and Utica Direct railroad company.....	600,000
Rochester and Syracuse railroad company.....	5,606,700
Convertible bonds of said company....	2,000
Buffalo and Rochester railroad company.....	3,000,000
Rochester, Lockport and Niagara Falls railroad company.....	2,016,100
Convertible bonds of the said company.....	139,000
Buffalo and Lockport railroad Co....	675,000
Total.....	\$23,085,600

Forming an aggregate present capital of \$22,858,600, subject to be increased by the conversion into stock of the said convertible bonds, the sum of \$227,000 making in all the sum of twenty-three millions and eighty-five thousand six hundred dollars.

The capital stock of the said new corporation is therefore fixed, pursuant to the said Act of the legislature, at the aforesaid aggregate sum of twenty-two millions eight hundred and fifty-eight thousand six hundred dollars, to be divided into 228,566 shares of \$100 each; such capital being subject to be increased, by the conversion into stock of the principal of the said outstanding bonds from time to time, so that the same shall not, when all the said bonds shall be converted, exceed the sum of twenty-three millions and eighty-five thousand six hundred dollars, to be divided into 230,856 shares of \$100 each.

ART. 4. The said capital stock shall be distributed ratably to and among the several stockholders in the companies, parties hereto, so that every stockholder in each of the present companies shall receive in place of the stock now held by such stockholder, the like number of shares at par in the capital stock of the new corporation,

except as to the stockholders in the Buffalo and Rochester railroad company, the shares in which being \$50 each, the holder of every two shares of that stock rejecting all odd shares or fractions of \$50 shall be entitled to one share in the new corporation. The stock representing the aggregate of the said fractions or parts less than \$100 each shall be sold at auction, and the proceeds, adding the proper allowance made to the stockholders of the said company for its proportion of the differences in value hereinafter referred to, shall be divided ratably among the stockholders, to whom the said fractional parts belonged; or if the holders of any of the said fractional parts so prefer, the new corporation will pay and allow at the rate of par for the said fractions, and receive for its own use the portion of the proceeds of the sale at auction, as before provided for, which such stockholder would otherwise have been entitled to receive.

ART. 5. The amount of the bond or funded debts other than the convertible bonds above mentioned due from the said companies, parties hereto, who are thus indebted and which, as well as the said convertible bonds which may not be converted into stock, the said new corporation is to assume and pay, is hereby declared and fixed by each company so indebted, severally for itself, as follows:

Albany and Schenectady railroad company.....	\$226,828 62
Schenectady and Troy railroad company.....	100,000 00
Syracuse and Utica railroad Co.....	126,000 00
Rochester and Syracuse railroad company.....	756,000 00
Buffalo and Rochester railroad company.....	200,000 00
Rochester, Lockport and Niagara Falls railroad company.....	476,000 00

The respective companies are to pay all the interest due or which may accrue on their said indebtedness up to the first day of May, one thousand eight hundred and fifty-three.

ART. 6. All the indebtedness and liabilities direct or contingent, existing against either of the parties hereto, at the close of business, on the 30th day of April last, including the wages of all laborers, workmen, agents and officers to the end of the month, other than the debt herein before referred to, are to be paid and liquidated by the respective parties, or the trustees who may settle their affairs as hereinafter mentioned, out of their own assets respectively, which do not pass to, or vest in the new corporation, and are not to be chargeable in any way upon the said new corporation. But this shall not extend to any indebtedness for engines, cars, machinery or supplies contracted for by any of the parties previously to the said 30th day of April last, and not then delivered; but such engines cars, machinery or supplies shall be paid for by the new corporation on receiving the same, or on the proper performance of any contract therefor; but no company having made any partial payment on account of any engines, cars, machinery or supplies as aforesaid before the said thirtieth day of April last, shall be in any way entitled to be refunded for the same by the new corporation.

ART. 7. The trustees of each and every party hereto to be appointed as hereinafter provided for, shall account for and pay over to the new corporation, without delay after the first election of directors thereof as herein before provided for, all the moneys which shall have been received by the company of which they are trustees for the transportation of passengers and freight, and all other income and receipts of every kind, arising from business transacted, sales made or otherwise, subsequent to the said 30th day of April last (except for calls on stock made previously to that time,) and shall be credited and allowed all payments out of said moneys properly made in carrying on and conducting the business operations of the said Co. subsequent to the said 30th day of April last, and up to the time of such accounting and payment.

The Rochester and Syracuse railroad company shall also be credited with the amount which shall have been expended by them in constructing and equipping their straight line road between Syracuse and Rochester, not included in the foregoing statement of their capital stock and indebtedness, such amount being estimated at \$115,912, but not in any event to exceed the sum \$120,000.

ART. 8. The parties hereto respectively, shall be authorized to retain for the payment of their indebtedness and liabilities herein before agreed to be paid and discharged by them respectively, and for division and distribution as may be authorized by law should any surplus remain, all moneys which they had on hand on the said 30th day of April last, all amounts and debts due to them on that day, including payments or instalments on stock called for before that time and payable previously to the date thereof, and all stocks and securities for the payment of money which they then held. Each of the companies parties hereto in order to carry out the foregoing provision in this article contained, shall, before the first election of directors for the said new corporation takes place as herein before provided for assign and transfer to its directors in office at the time, or to such of them, or to such other person or persons as they may deem proper, all the moneys, demands, debts, stocks and property which such company is entitled to hold and retain as herein before in this article mentioned, in trust for the purposes aforesaid with such covenants and provisions in the said transfers respectively, as each company shall deem best and most expedient, in order to provide for the extinguishment, with as little delay as may be of the debts and liabilities of the said companies respectively, and for the division of the residue of the said funds, demands and property, and the proceeds thereof to and among the stockholders of the said respective companies according to their respective rights and interests.

The several companies shall also assign to the said trustees all the moneys received by or due to them respectively, and which, under the seventh article hereof, are to be accounted for and paid over to the new corporation, in order that the trustees may, without delay, account for and pay the same to the new corporation as required by the said seventh article.

The several companies shall also assign to the said trustees all sums of money and personal assets, which by any of the provisions of this agreement are to be paid to or accounted for to the said new corporation to the end that such payment and accounting, in order to settle all questions in regard thereto, may be made by some person or persons acting in behalf of the parties entitled to the remaining assets of the said companies, as the said companies will then by reason of their being merged in the new corporation, have ceased to exist as bodies corporate.

ART. 9. Several of the companies parties hereto, being the owners and holders of shares in the capital stocks of the Great Western railroad company, Canada West, and in the Buffalo and State line railroad company, subscribed for under and in virtue of acts of the legislature of this state, authorising such subscriptions, and it being considered desirable that the new corporation should continue to hold the said stocks, it is hereby agreed that the said new corporation shall take a transfer from the trustees of the respective companies, of the stocks so sold by them, at the following prices. For the stock of the Great Western railroad, Canada West, par, deducting any instalment remaining unpaid, and all accrued interest thereon allowed by the company, and remaining unpaid; and for the stock of the Buffalo and State Line railroad company, par and 20 per cent premium, with interest from the 13th day of April last, that being the market value of the said stock on that day. The said stocks are to be paid for by the new corporation, in cash, before the first day of November next, with interest from the first day of May instant, as to the stock of the Great Western railroad company, and with interest from the 13th day of April last, as to the stock of the Buffalo &

State Line railroad company, or at the election of the new corporation, by the issue of its bonds to the trustees of the several companies for the amount due to them respectively, payable at the end of 30 years from the first day of May, 1853, with interest at the rate of 6 per cent per annum, from the 1st day of May, and the said 18th day of April, 1853, as the case may be, payable semi-annually on the first day of May and November in each year, on the surrender of the respective interest warrants to be appended to the said bonds, in the form usual in such cases, and both principal and interest to be made payable in the city of N. York. The amount of the said stocks at par held by the several companies, is declared by each co. for itself to be as follows: the Albany and Schenectady railroad company hold twenty-five thousand dollars of the stock of the Great Western railroad company. The Utica and Schenectady railroad company hold \$200,000 of the stock of the said Great Western railroad company. The Syracuse and Utica railroad company hold \$75,000 of the stock of the said G. Western R. Co., and \$62,300 of the stock of the said Buffalo and State Line railroad company. The Rochester and Syracuse railroad company hold \$125,000 of the stock of the said Great Western railroad company, and \$105,500 of the stock of the said Buffalo and State Line railroad company. The Buffalo and Rochester railroad company hold \$94,950 of the stock of the Buffalo and State line railroad company. The Rochester, Lockport, and Niagara Falls railroad company hold \$68,600 of the stock of the said G. Western railroad company.

ART. 10. The Mohawk Valley railroad company agree that the trustees to be appointed by the said company as herein provided for, shall pay over to the said new Corporation without delay, after the first election of directors thereof, as herein provided for, the amount of the first instalment of ten per cent, received on the capital stock of the said Company, being \$157,500 deducting therefrom all expenses or charges paid or justly incurred by the said company.

ART. 11. The Syracuse and Utica Direct railroad company agree that the trustees to be appointed by the said company, as herein provided for shall pay over to the said new Corporation without delay, after the first election of directors thereof, as herein provided for, the amount of the first instalment of ten per cent. received on the capital stock of the said Company, being \$60,000, deducting therefrom all expenses and charges paid or justly incurred by the said company.

ART. 12. The whole of the amount unpaid on the capital stock of the Buffalo and Rochester railroad company, as herein before mentioned, it is agreed, shall be paid to the new corporation. It is understood, however, that the said Buffalo and Rochester railroad company may, in the mean time, receive a payment of ten per cent on the said stock; and the full amount of any moneys which may be so received by the said Co. shall be paid over by the trustees to be appointed by the said Co., as herein provided for, to the new corporation, without delay.

ART. 13. The certificates of stock in the new corporation to be given to parties who shall be stockholders in the Mohawk Valley railroad company, and in the Syracuse & Utica Direct R. R. Co., at the time the consolidation shall take effect, in place of those held by them in the said companies respectively, shall state, that ten dollars only on each share of the said stock has been paid, and that the sum of ninety dollars per share remains to be paid thereon; as the same may be called for by the directors, and be in other respects in the form usual in such cases. The certificates to be given to the holders of the stock of the Buffalo and Rochester railroad company, not paid for as aforesaid, shall conform to the amount of the first payment on the said stock, if any shall have been made as herein before provided for before the said consolidation shall take effect, and if not, to the amount of such first payment when the same shall have been made. It is also agreed that any stockholder holding either of the said three stocks in

this article mentioned, may at any time before the first day of February next, pay the amount remaining due on the shares so held by him, or on any of them, with interest at the rate of seven per cent per annum, from the 1st day of May instant, deducting any dividend which may have been paid on the capital stock of the said new corporation, previously to that time should any have been paid, and shall thereupon be entitled to receive a certificate for full stock for the shares so paid for. The amount remaining unpaid on the three stocks referred to in this article on the first day of February next, may be called for by the directors in the usual manner, at any time after that period. But the option to pay the stocks in full at any time before the first day of February next, shall not prevent the directors of the new corporation from calling for, and requiring the payment of the same, or of any of them at any time before that day, should they deem it proper so to do. The said stock so paid in part shall until the same be made full stock be entitled to the same per centage of dividend on the amount from time to time paid thereon, as may be declared and paid on the full stock of the new company.

ART. 14. The estate, property and franchises of the said companies, parties hereto, which in pursuance of the said act of the Legislature, will vest in the said new Corporation, on its organization, being relatively of unequal value, and the stocks of the said respective companies having heretofore uniformly sold in market at different prices or rates of premium, the parties hereto do hereby, with the view of making compensation for such differences to the stockholders of said companies, respectively fix upon the following amounts to be allowed therefor by the issue of certificates as hereinafter mentioned, to wit:

To the Stockholders of the Albany and Schenectady railroad company it is hereby agreed to allow seventeen per cent., or seventeen dollars on each one hundred dollars of the capital stock thereof.

To the stockholders of the Utica and Schenectady railroad company it is hereby agreed to allow fifty-five per cent., or fifty-five dollars on each one hundred dollars of the capital stock thereof.

To the stockholders of the Mohawk Valley railroad company it is hereby agreed to allow fifty-five per cent., or fifty-five dollars on each one hundred dollars of the whole capital stock thereof, the said capital stock being subject to the further payment of ninety dollars on each share thereof as aforesaid.

To the Stockholders of the Syracuse and Utica railroad company it is hereby agreed to allow 50 per cent., or fifty dollars on each one hundred dollars of the capital stock thereof.

To the Stockholders of the Syracuse and Utica Direct railroad company it is hereby agreed to allow 50 per cent., or fifty dollars on each one hundred dollars of the whole capital stock thereof, the said capital stock being subject to the further payment of ninety dollars on each share thereof, as aforesaid.

To the Stockholders of the Rochester and Syracuse railroad company it is hereby agreed to allow thirty per cent., or thirty dollars on each one hundred dollars of the capital stock thereof.

To the stockholders of the Buffalo and Rochester railroad company it is hereby agreed to allow 40 per cent., or forty dollars on each one hundred dollars of the whole capital stock thereof, it being understood that the whole amount, remaining unpaid on the said stock as before stated, is to be paid or accounted for to the new corporation as aforesaid.

To the Stockholders of the Rochester, Lockport and Niagara Falls railroad company, and to the stockholders of the Buffalo and Lockport railroad company, it is hereby agreed to allow 25 per cent., or twenty-five dollars on each one hundred dollars of the capital stock of each of the said companies respectively.

No allowance is made for any such difference

in value as aforesaid to the stockholders of the Schenectady and Troy railroad company, as the stock of that company is not considered to be worth its par or nominal value; but each share of stock in the new Corporation to be issued to the stockholders of that company in place of their present stock in said company, as herein before provided for, shall be made subject to the further payment of \$25 on each of the said shares, at such time or times and in such instalments as the directors may require; in like manner as provided for in and by the seventh section of the general railroad law; such further payment being required on the said shares in order to entitle the holders of the stock of the said Schenectady and Troy railroad Co. to an equal amount at par of the stock of the new corporation.

ART. 15. The said new corporation shall, without delay, after its organization, issue to the stockholders of the respective companies, parties thereto, and entitled thereto as aforesaid, and in proportion to their respective interests, certificates, of such form as they may deem advisable, each of which shall state in substance the amount to which the stockholder to whom the same shall be issued is entitled, on the basis fixed in the last article, and that such amount is to be paid out of the future income of the said company, after payment of the cost of maintaining and operating the said road, at the end of thirty years from the first day of May, 1853, with the interest at the rate of six per cent per annum, from the first day of May, 1853, payable semi-annually on the first day of May and the first day of November in each year, on the surrender of the respective interest warrants to be appended to the said certificates in the form usual in such cases, and both principal and interest to be made payable in the city of New York.

Stockholders who may in pursuance of the foregoing provision be entitled respectively to certificates for less than five hundred dollars, may be paid in cash if the new corporation so elect. Such certificates shall be issued in amounts of five hundred dollars, one thousand dollars, three thousand dollars, five thousand dollars, and ten thousand dollars only, unless the new corporation otherwise determine, and the fraction or excess to which any stockholder may be entitled, over and above the amount which can be liquidated by certificates of the denominations aforesaid, may be paid by the new corporation in cash, or they may, at their election, issue a certificate therefor. But the certificates referred to in this article shall not be issued to the respective classes of stockholders entitled thereto, until the trustees of the respective companies shall have given satisfactory security to the new corporation, that the debts and liabilities of the said respective companies direct and contingent, and not herein charged on the new corporation, shall have been paid and satisfied, and the new corporation fully indemnified against the same.

ART. 16. A sinking fund shall be provided by the new corporation, for the purpose of securing the payment of the principal of the said certificates at the maturity thereof, by setting apart annually out of its earnings, after first paying all the expenses of running and maintaining the road, and the interest on the said certificates as aforesaid, an amount equal to one and one-fourth of one per cent on the total amount of the principal of the certificates thus issued, which fund, with the accumulations thereon, shall be invested in the public stocks of the United States, or of the State of New York, or in the stocks or bonds of an incorporated city in the State of New York, authorised by law to issue the same, or in the purchase of any of the said certificates, as the said new corporation may at any time deem most desirable. An account shall be kept of the said sinking fund, and of the accumulations thereof, and the said fund and the securities belonging thereto, shall at all times be kept separate and apart from the other funds and assets of the said new corporation, in order to secure the eventual application in good faith of the whole thereof to the payment of the principal of the said certificates as aforesaid.

ART. 17. The agreement made between the Rochester, Lockport and Niagara Falls railroad company, and the Rochester and Lake Ontario railroad company whereby the former company have taken a lease of the road of the last named company, for the term of its charter, and agreed to consolidate the capital stock of the two roads, when the requisite measures therefor shall have been completed as therein mentioned, and agreeing in the mean time to pay to the stockholders of the said Rochester and Lake Ontario railroad Co. (the capital stock being one hundred and fifty thousand dollars) the same dividends at the same time and place as shall hereafter be paid on the stock of the said Rochester, Lockport and Niagara Falls railroad company, so that the stocks of the two companies shall in all respects stand on an equality, shall be fulfilled on the part of the new corporation; and the said new corporation shall issue to the respective stockholders of the said Rochester and Lake Ontario railroad company, on the surrender of the certificates of stock in said company now held by them; certificates for 25 per cent on the amount at par of such capital stock, at the same time and in the same manner as herein before provided for with respect to the stockholders in the said Rochester, Lockport and Niagara Falls railroad company, and payable in like manner in all respects, and by also issuing to them, pursuant to the said agreement, new certificates of stock in the said Rochester and Lake Ontario railroad company, of the same amount as those which shall be surrendered by them respectively, in like manner and form, as nearly as may be, as the said Rochester, Lockport and Niagara Falls railroad company are bound to do, substituting in such certificates the name of the new corporation, in place of the name of the said Rochester, Lockport and Niagara Falls railroad company, so that the stock of the said Rochester and Lake Ontario railroad company shall, in all respects, stand on an equality with the stock of the new corporation. And the said Rochester, Lockport and Niagara Falls railroad company hereby substitute the said new corporation in their place, to do and perform in their own name and by their own officers, all such matters and things as the said Rochester, Lockport and Niagara Falls railroad company or its officers would have been required to do or perform had its corporate existence continued, under their agreement with the Rochester and Lake Ontario railroad Company.

ART. 18. The several companies, parties hereto, do hereby in consideration of the premises and of the sum of one dollar to each of them paid, the receipt whereof is hereby confessed, respectively grant and release to the said new corporation, when formed, and to its successors and assigns, all and singular the lands of the said companies parties hereto, on which the track of their respective roads is laid, and all and singular the lands and real estate occupied by them for their depots, engine houses, machine shops, and other buildings, and all lands and real estate occupied or held by them, or which may be held or owned by them at the time the said several corporations will under the said act of the Legislature, passed on the 2nd day of April, 1853, merge into the said new corporation.

ART. 19. The road of the Buffalo and Lockport railroad company shall be, in all respects, completed by that company at its own expense, with all necessary depots and other buildings, and the title to its real estate perfected on or before the first day of July next, in the manner agreed upon by the contract between the said company and the Rochester, Lockport and Niagara Falls railroad company. If the said road should not be so completed, satisfactory security shall be given to the new corporation for its completion, in manner aforesaid, before the certificates for differences, herein before mentioned, shall be issued to its stockholders.

ART. 20. The amount of unpaid and unclaimed dividends due by any of the companies to their respective stockholders, shall be accounted for and paid over to the new corporation who shall pay

such dividends to the parties entitled thereto, whenever the same shall be legally demanded.

ART. 21. Should the stockholders of any company being a party hereto, decline, neglect or refuse to ratify this agreement on or before the first day of July next, in the manner and form required by the said act of the Legislature, passed April 2nd, 1853, before the same shall be deemed the agreement of the said company, the same shall on and after that day become of full force and effect, and be an agreement between the companies whose stockholders shall then have sanctioned and approved the same in the manner required by the said act of the Legislature, in the same manner as if the company or companies so declining, neglecting, or refusing, had not been named as a party thereto.

ART. 22. Should any shareholder in any or either of the several companies, parties hereto, whose stockholders shall ratify this agreement, decline taking shares in the said new corporation, such shareholder shall be paid for the shares so held by him, by the new corporation, in the manner in all respects provided for in and by the 6th section of the said act of the Legislature passed April 2nd 1853.

In witness whereof, the corporate seals of the respective companies, parties to this instrument, have been affixed hereto, in duplicate, on the day and year first above written, by the order and in the presence of the directors of the said several companies respectively, duly convened, a quorum of each of the said several boards of directors being so present, and assenting thereto, as is attested by their respective signatures hereto, on behalf and by order of the said several boards of directors, and the presidents of each of the said companies have also at the same time, and in the presence of the respective boards of directors, and on behalf of the said respective companies, hereto affixed their names in virtue of resolutions of the said several boards of directors, passed at their said respective meetings, on the same day and year last aforesaid:

Ezekiel C. McIntosh, President of the Albany and Schenectady railroad company. Gerrit Y. Lansing, Vice President. H. Pumpelley, R. H. Winslow, T. Tilestone, Lyman Chapin, Directors.

Erastus Corning, President of the Utica and Schenectady railroad company. Nicholas Devreux, John Townsend, Thomas W. Olcott, James Hooker, Marcus T. Reynolds, Livingston Spraker, John Ellis, A. C. Paige, E. T. Throop Martin, Directors.

John V. L. Pruyn, President of the Mohawk Valley railroad company. Erastus Corning, John Townsend, Marcus T. Reynolds, F. E. Spinner, B. Carver, Isaac Jackson, Thomas W. Olcott, C. Vibbard, A. C. Paige, Directors.

Russell Sage, President of the Schenectady and Troy railroad company. Thomas Symonds, John S. Ide, H. N. Lockwood, Jon'a. Edwards, H. Moshier, Wm. F. Sage, Hiram Smith, Harvey Davis, Henry Ingram, D. T. Vail, Directors.

Henry B. Gibson, President of the Rochester and Syracuse railroad company. Joseph Fellows, Jacob Gould, Wm. F. Weld, Horace White, Lewis Brooks, Chas. Seymour, J. B. Varnum, J. H. Chedell, Directors.

John Wilkinson, President of the Syracuse and Utica railroad company. C. Stebbins, Vice President. John Stryker, Oliver Teall, Joel Rathbone, E. W. Leavenworth, Ham'l. White, Holmes Hutchinson, Sam'l French, D. Wager, Joseph Battell, Directors.

Charles Stebbins, President of the Syracuse and Utica Direct railroad company. John Wilkinson, Oliver Teall, Holmes Hutchinson, Joseph Battell, Joel Rathbone, Hamilton White, E. W. Leavenworth, D. Wager, Sam'l French, George Barnes, Horace White, Directors.

J. B. Varnum, President of the Rochester, Lockport and Niagara Falls railroad company. A. Boody, E. B. Holmes, Edw'd Whitehouse, S. O. Smith, J. C. Colton, R. S. Burrows, Directors.

Isaac C. Colton, President of the Buffalo and Lockport railroad company. A. Boody, Albert H.

Tracy, Rufus H. King, E. B. Holmes, Edward Whitehouse, J. B. Plumb, A. D. Patchin, John Wilkeson, J. B. Varnum, Joel Rathbone, Directors.

Joseph Field, President of the Buffalo and Rochester railroad company. Dean Richmond, Wm. F. Weld, Henry Martin, Thomas Kempshall, Francis H. Tows, A. Sprague, D. W. Tomlinson, G. H. Mumford, Lewis Brooks, Directors.

We give the agreement for consolidation entire, with the exception of the acknowledgements executed by the several parties. The law authorising the consolidation will be found in the Journal of April 23d:

Mobile and Ohio Railroad.

REPORT OF THE CHIEF ENGINEER TO THE DIRECTORS.

Dear Sir: Since the last annual report, the engineers and agents of the company have been steadily engaged in urging forward the business of the road, in acquiring material aid at home, and public confidence abroad, as the following statements will show:

Between February and August of the past year the tracks were completed to the town of Citronelle, 33 miles from Mobile, and all necessary equipment of cars and engines, and of local buildings, fixtures, and furniture were supplied for the business of transporting passengers and freights. Terminating as these 33 miles did in the pine hill forest, not much income was, or could have been expected for the road, until extended farther, into the cotton producing lands of the Chickasawh valleys, but it was necessary to operate the road, unpromising as the prospect was, as a means of aiding its further extension, and of satisfying the people of the country of its existence and motive capacities. Thus, it commenced; and up to this date has been working about ten months to Citronelle, and although the running has been several times interrupted by the unprecedented storms and inundations of last summer and autumn, yet no damages have occurred to the roadway, except the washing out of some light sand banks, where the grade of the road was laid too low, or the water drainage under it too narrow. All of which defects are now corrected and the banks renewed with heavier materials and fortified against future floods. Notwithstanding these interruptions and damages, the earnings of the road have exceeded the aggregate cost of their repair, of running the road and of the gravel train whilst engaged in ballasting the softer portions of the road bed. It is confidently believed that serious injury from floods will not again occur upon any portion of the entire road, because the storms of the past year have indicated, for the first time in 4 years, the maximum volume and force of the streams to be crossed by it, the knowledge of which will enable us to guard all future constructions upon the line.

Additional force of cars and engines have been purchased, deliverable at Mobile, for the increasing business and early extension of the road to Chickasawh river, all of which have been received excepting one engine. The rolling stock of the road now consists of—

- 2 22 ton freight engines,
- 2 17 do passenger and freight engines,
- 1 10 do passenger engine,
- 3 first class passenger cars,
- 1 second do do do,
- 41 eight wheel freight do,
- 30 four wheel gravel, do,
- 8 four wheel lumber and iron do,
- 2 hand cars—all new and in good condition.

In consequence of the liberal subscription of the real estate owners of Mobile, in February, 1852, under the 2 per cent law, 55 miles of the road beyond Citronelle were placed under contract in May last, to be completed ready for the iron on or before the first of Nov. 1853. And in July last a full supply of iron rails for these 55 miles was contracted for, and is now received at Mobile. The timber for this portion of the road, in addition to a con-

siderable quantity of cross ties now on hand, is also contracted for and in progress of delivery, and the track laying will commence as early as the graduation will admit.

I regret the fact, that this work of graduation has not been pushed as rapidly as was hoped for and expected. Owing to the scarcity of men, and the high price of labor through the past summer and winter—to want of energy in one important contractor—absence of another—and to the common tendency of men to procrastinate labor, especially in hot weather, some time has been lost—yet, all claim to have done the best they can. I have no reason to doubt the honesty of their intentions, and if they fail to fulfil their obligations in time, they must respectively answer in damages.

But making ample allowance for delays of this work, incident to this wooded and sparsely settled portion of the route, I can see no reason why eighty-eight miles of road should not be in running order in the spring of 1854; and thereafter draw to Mobile the trade and travel of the whole southeastern quarter of Mississippi. In anticipation of this progress of the road, the Post Master General has already authorized a mail coach line between Mobile and Columbus, Mississippi, to run in connection with the cars, and knowing that these eighty-eight miles of road will form very much the best outlet for the products of the counties drained by the Chickasawha and Noxubee rivers, I cannot doubt but the income of the road will then pay 5 per cent upon its cost besides the running expenses. But no time has been allowed for stopping the tracks at the end of 88 miles for a single week. For the line beyond and to the centre of Lauderdale county, was placed under contract in August last, to be finished in the Autumn of the present year. Thence to the south line of Pontotoc county, 267 miles from Mobile, the contracts were made in September last, to be completed on or before the 1st day of September, 1854. This work is now generally begun and making fair progress—the heaviest sections throughout having been let to experienced contractors, and the light sections to the inhabitants of the country living near the line. All possible precautions have been taken to secure the execution of the work within the times specified, and as the contractors are all believed to be men of honor and ability, we scarcely need fear a single failure.

In compliance with the cardinal principles of your existence and safe progress as a company, not to make contracts nor incur obligations faster than sufficient means of payment are furnished to secure the completion of specific portions of the road, all contracts of last year were restricted to those above mentioned. To extend the subscriptions to the full amount required for the road in Mississippi and Tennessee, and obtain a reduction of time for the payment of county instalments, have engrossed the active exertions of the local agents. Dr. Cunningham and Mr. Wheeler, in Mississippi, and Dr. Hess, in Tennessee, aided, as they have been, efficiently by other distinguished gentlemen of both their states, and I am happy here to say that their efforts have been approved by success, even beyond reasonable expectation.

It will be recollected that the estimated cost of local work from Citronelle to the south line of Pontotoc, county, stated in the last annual report to be.....\$2,586,576
Whilst the amount subscribed up to September last and applicable to the completion of this portion of the main road was.....2,146,576

Leaving a deficit of.....\$90,000

Lowndes county, Miss., was called upon to make up this deficiency, and promptly and nobly have the people responded by voting the whole sum, by an overwhelming majority; at the same time, and with equal unanimity they have voted a further subscription of \$115,000 for a branch road to the town of Columbus, which after having been accepted by the directory will be hastened and placed under contract as soon as practicable—thus the whole

two hundred and sixty-seven miles of the main road south of Pontotoc and Columbus branch are provided for.

North of Pontotoc south line for the remaining 67 miles of the main road in Mississippi, and 15 miles of the Tennessee river branch, the revised estimate was \$740,000. For 118½ miles in and through Tennessee to the Kentucky line.....\$740,000
The same estimate was.....900,000
Total to Kentucky.....1,640,000

For which we now have subscriptions as follows, including all stock subscribed for by the contractors, in part or entire payment payment for work, to wit: in the counties of Oktatbabiha, Chickasaw Pontotoc, Itawamba, Tishomingo, & applicable to the work in North Mississippi.....\$762,000
In the counties of Madison, Gibson, Obion McNairy, Henderson, and Weakley, Tennessee, and for work in that state... 878,000

Making together.....\$1,640,000

The full amount of the estimates.

I was advised in January last by the local agents that the subscriptions would when completed equal the estimates. Accordingly no time was lost in advertising the work for contracts to be made at convenient points upon the line in the past months of March and April.

These appointments have been actually met, and I now have the pleasure to report that the whole road is under contract to the Kentucky line, 453 miles from Mobile, excepting a few miles of light work in Tennessee and North Mississippi, which can be constructed in six months, and for which I have responsible offers to be adjusted in a few days, on my return to that part of the line. Nine tenths of these contracts have been taken by the planters of the country, who have in all cases given bonds for the performance of the work, on or before the first day of November, 1854. Owning and controlling the labor of the country, they are freed from the fluctuations incident upon the employment of foreigners—and therefore more certain to complete their work within the time specified.

As convincing proof of the interest and confidence of the people of the country along the whole line of the Mobile and Ohio road—its value and management, I have only to state, that the contracts have been taken by them at prices fixed by your chief engineer, and the right of way and station grounds—with here and there an isolated exception—released without charge.

In Kentucky upon the remaining 40 miles of the main line, the questions of county and individual subscription are now being presented and discussed with vigor and with great certainty of success, at least as far as Columbus, where \$20,000 have been subscribed. Upon the Paducah branch line more energy and interest prevail. \$300,000 have been subscribed by the town of Paducah, and county of McCracken, leaving \$200,000 yet to be made up by the county of Graves and by individuals. That the whole sum of \$500,000 will be raised by these counties before the first of June next, in conformity with the contract between the Mobile and Ohio company and Judge Campbell of the 2d of November last, there is not the slightest reason to doubt, for that contract is universally approved by the people and those who had previously opposed county subscriptions are now in favor of them.

There are two controlling causes of this state of feeling. First, the positive agreement of the Mobile Company to iron and equip the road when graded; and second, the recent Act, herewith submitted, of the Illinois Legislature, chartering a company to build a railroad from the Ohio river, opposite Paducah, to Vincennes, is virtually an extension of the Paducah branch to central Indiana and Cincinnati, thus a terminus of the Mobile and Ohio road upon the Ohio river at Paducah, will be established simultaneously with the completion of the main line through Mississippi and Tennessee.

Another terminus upon the Mississippi river at

Columbus, will follow in quick succession, and though last, not least important, another near the mouth of the Ohio, within a year thereafter.

From these statements of our local affairs, the means and progress of the road at this time are as follows:

In Alabama for local work north of Citronelle to Kemper county line, commenced in May and September last, and bound to be done in all of 1853, to the centre of Lauderdale county—Mobile city subscription and work.....\$1,130,000

In Mississippi for local work between Lauderdale and Pontotoc counties, to be finished in September, 1854—individual and county subscriptions.....\$1,181,800

In Mississippi north of Pontotoc line to Tennessee line, to be finished 1st November, 1854—individual, county and work subscriptions.....\$762,300

In Tennessee to Kentucky, to be finished 1st November, 1854—individual, county and work subscriptions.....\$878,000

Making a total of.....\$3,952,000 for the 420 miles of road between Citronelle and Kentucky, now in progress of graduation.

In Kentucky, line to Paducah will be ready for contracts by the 1st of August or September next, and to be finished 31st January, 1855—county and individual subscriptions.....\$350,000

To which add cost of local work of 33 miles completed.....\$500,000

Also from sale of town lots at 12 stations of railroad located upon railroad lands.....\$100,000

And our total of local means will be for local works, expended and to be expended upon the through line, Paducah and Tennessee river branches.....\$4,902,200

The revised estimate for the same local work substituting the Paducah line for the shorter one to the mouth of the Ohio river, is.....\$4,776,576

The contracts are now made through Tennessee; and when the affidavits of the President and Engineer are filed with the Governor of that State, proving that a solvent stock subscription, equal to the estimated cost of the local work has been obtained, then that State will issue 6 per cent State bonds to the Company as fast as the grading shall be executed, and ready for iron and machinery to the amount of \$8000 per mile for iron and equipments, equal in the aggregate to about one million of dollars, for which the State will hold a first lien upon the portion of the road within her own limits. These affidavits can be filed as above in thirty days. From the land office under the Act of Congress of September 20th, 1850, certificates have been issued to the company for 1,166,658½ acres of land; all that remains vacant by alternate sections within 15 miles of the road in Mississippi and Alabama, leaving a deficit under the grant as now construed by the Department, of 55,377 27, 100 acres, which it is believed Congress will, hereafter, authorize the company to select outside of the fifteen mile limit.

It is believed that the law of Congress recognized but one road—as the extension of the Illinois Central, from the mouth of the Ohio river to the city of Mobile. But the United States Attorney General, in order to limit the grant to the length of the road in Mississippi and Alabama, has, in his recent opinion (adopted as the rule of the department) divided it into four roads; as separate and independent as the four State jurisdictions through which it passes—yet the law is, in terms and effect, as follows: To aid in the construction of a railroad from Mobile to a point at or near the mouth of the Ohio River, as much land in proportion to the

length thereof is given to the States of Alabama and Mississippi, as to the State of Illinois for the Central road. I believe this to express the true intent and meaning of the law, and that Congress will so construe their own act.

You are aware that the first decision of the department denied us land for the road through the Chickasaw section—but this decision has been subsequently and rightly reversed, and upon precisely the principles of this reversion, are we entitled to about 500,000 acres beyond the present certificates.

An application has accordingly been instituted before Congress for the whole amount of the grant, and for widening of the fifteen mile limits, to admit of the selection of the present deficiency and of any additional quantity obtained for the line in Tennessee and Kentucky. But the amount already received and sold within two years, as it may be, after the completion of the road, cannot average less than three dollars per acre, which gives a sum of \$8,469,975, which added to the amount for local work, subscribed and in progress of expenditure \$4,902,200, gives us a property capital of \$8,372,175, upon which, as security by mortgage in trust of road and lands a loan of six and a-half millions, including the Tennessee loan of one million at six per cent, will be required to complete the main road, and the Paducah, Tennessee river, Columbus, Kentucky and Columbus, Mississippi, branches, all of which branches in the aggregate will be one hundred and two miles long, and furnish immense amounts of traffic to the main road.

The road being now under contract to the Kentucky line, and thence very soon to Paducah, and the work in a good state of progress, upon 420 miles south of Kentucky, and having authentic proofs in hand that the stock subscriptions are solvent and sufficient for the local work, there can be no serious difficulty in contracting for the loan above mentioned upon favorable terms, without recourse to discounts or double brokerage. It is, however, understood and required that this loan shall be exclusively applied to the purchase and delivery of all irons for and laying the same in the tracks, and for cars and engines and other furniture for operating the road, and not to be used in any manner to relieve local subscribers from the prompt payment of their tax, and other instalments for local work.

This requirements, for the speedy payments and progress of the work, is of the first importance, both to the railroad company and to bondholders, and must be strictly complied with.

It is contemplated, however, as all past and present payments for iron, cars and engines have been taken from the fund raised for local work—that an equal amount will be returned to that fund, whenever the loan shall be effected.

The efforts of your Engineers and Agents have been constantly directed to the establishment of the road where the greatest good may result to the stockholders and to the people at large, and by candid, prompt and honest dealing, secure the confidence of all. Special attention has also been paid to the cultivation of friendly relations with the managers of all railroad improvements with which your road, sooner or later, may be brought into connection.

The highest interest of each and all is to attract custom by furnishing facilities to reduce the time and the cost of transacting the business of the people.

This being a common interest, the more favorably roads are joined, by the free, speedy and economical interchange of freights and travel, the better for all. In this respect the Mobile and Ohio roads bears a remarkable relation to all others, being the only north and south line, and 177 miles shorter from the Tennessee river to the Gulf, than via the contemplated diagonal road to New Orleans, it stands unrivalled to give and receive trade in all directions upon even and equal terms, requiring no rule of action but this one: to hasten the transit of passengers and property safely and kindly wherever they seek to go.

In process of time, near or distant, and governed by this rule, your road will be brought into favorable connection with the following named roads, many of which are now in course of construction, to wit: the Vicksburg and Alabama, Selma and Mississippi, Tuscaloosa and Mississippi, Columbus Branch, Charleston and Memphis New Orleans and Great Northern, Illinois Central, Tennessee and Alabama, Nashville and North-western, Paducah Branch, and by the latter with the Wabash and Ohio—also, with the Mississippi, Ohio and Tennessee rivers, at points most accessible at all times for steamers.

With an earnest desire to meet the wishes of stockholders at all points, by the early completion of the road, every possible effort has been made to get the whole line into simultaneous progress. During the past fourteen months (since the 2 per cent Mobile city subscription) the stock subscriptions in Mississippi have been raised from \$1,075,733 to \$1,944,100—in Tennessee from \$136,500, to \$878,100, making an aggregate increase of \$1,609,967—and in the same time four hundred and twenty miles beyond Citronelle have been placed under contract, of which fifty-five miles are now two-thirds graded, the iron, engines and cars therefor nearly all delivered, and all the remaining 365 miles will be graded as fast as the iron can be delivered and laid. From a careful consideration of the present condition of the work, and of the circumstances likely to influence its progress, with the best application we can make of the labor and capital of the country, I feel justified in giving the following assurance—that the cars will run to Winchester in April, to Enterprise in August, and to Landerdale Springs in December, 1854; to Pontotoc Co. in June and to Jackson, Tennessee in October, 1855; and through to the Ohio river in 1855 and 1856.

But these results will require the prompt payment of instalments, both county and individual, as called for. The Stockholders, one and all, are assured that the one effectual way of pushing the work, is for them to push their instalments into the hands of the Treasurer.

I will answer for having workmen enough to draw them out. With high regard, I am yours,
JOHN CHILDE,
Chief Engineer and General Agent.

Increased Traffic on English Railways for the week ending, April 23.

The returns exhibit the following results:

Miles.	The week's receipts.	Rec'ts p. mile per week.
1853 on 6665.....	£298,503	£44 15
1852 on 6349.....	272,221	42 17
1851 on 6354.....	265,304	41 15

A comparison of this week's receipts with the corresponding week of 1852, shows an increase of £126,182; and with the corresponding week of 1851 an increase of £33,099.

The receipts per mile per week show an increase of £1 18s. as compared with those of 1852; and an increase of £3 as compared with those of 1851.

The total receipts from the first of January to the present time amount to £4,694,373; for the corresponding period of 1852, £4,249,449; for the same period of 1851, £3,997,427; showing an increase of £444,924 over the corresponding period of 1852, and an increase of £696,946 over the same period of 1851.

The following table shows the receipts per mile per week for the last three years, and the miles then open of the London railways:—

	Receipts per mile per week.		
	1853.	1852.	1851.
London and North Western.....	90½	84½	84½
Great Western.....	59½	67½	63
South Eastern.....	48½	43½	49½
London and Brighton.....	57½	55½	63½
Eastern counties.....	51½	46½	43½
Great Northern.....	58½	52½	57½
London and South Western.....	43½	45½	45½
London and Blackwall.....	189	180½	185½

	1853.	1852.	1851.
London & North Western.....	553 1/2	539 1/2	518 1/2
Great Western.....	319 1/2	277	264
South Eastern.....	288 1/2	288 1/2	261
London and Brighton.....	173 1/2	173 1/2	173 1/2
Eastern Counties.....	322	322	322
Great Northern.....	288	223 1/2	236
London and South Western.....	253 1/2	244 1/2	244 1/2
London and Blackwall.....	5 1/2	5 1/2	2 1/2

RAILWAY TRAFFIC.

The traffic returns of railways in the United Kingdom amounted for the week ending 23d April, to £298,503, and for the corresponding period of last year to £272,221, showing an increase of £26,352, or 9.67 per cent. The gross receipts for the eight railways having their termini in the metropolis amounted for the week ending as above to £134,523, and for the corresponding week of last year to £125,244, showing an increase of £9,279, or 7.4 per cent. The increase on the Eastern counties railway amounted to £1,389, on the Great Northern to £3,545, on the London and North-western, to £4,600, on the London and Blackwall to £49, on the London, Brighton and South Coast £3383, and on the South Eastern £111, total £10,077. But from this sum must be deducted £736 the decrease on the Great Western, and £62 on the London and South Western, together £798, leaving the increase as above £9,279. The receipts on the other lines in the United Kingdom amounted to £164,040, and for the corresponding period of 1852 to £146,977, showing an increase of £17,063 in the receipts of these lines, which, added to the increase on the Metropolitan lines of £9,279, makes the total increase £26,342 over the corresponding week of 1852.

The total increase in the traffic from the 2d Jan. to the 23d April, over the corresponding period of 1852, amounted to £444,924, or 10.47 per cent. Should the present increase continue during the year, it will amount to \$1,600,000 over the receipts of 1852.

The traffic returns of railways in the United Kingdom amounted for the week ending 30th April to £300,854, and for the corresponding period of last year to £269,924, showing an increase of £30,930, or 11 1/2 per cent. The gross receipts for the eight railways having their termini at the metropolis amounted for the week ending as above to £134,540, and for the corresponding week of last year to £124,504, showing an increase of £10,036, or 8 per cent. The increase on the Eastern Counties railway amounted to £1,284, on the Great Northern, to £2,352, on the Great Western to £678, on the London and North-western to £3,116, on the London and Blackwall to £227, on the London, Brighton and South Coast to £1,047, on the London and South-western to £616, and on the South Eastern £716; total, £10,036. The receipts on the other lines in the United Kingdom amounted to £166,314, and for the corresponding period of 1852 to \$145,420; showing an increase of £20,894 in the receipts of these lines, which, added to the increase on the metropolitan lines of £10,036, makes the total increase £30,930 over the corresponding week of 1852.

The total increase in the traffic from the 2d January to the 30th April, over the corresponding period of 1852, amounted to £475,854, or 10.49 per cent. Should the present increase continue during the year, it will amount to about £1,600,000 over the receipts of 1852.

RAILWAY TRAFFIC.

This week the returns exhibit the following results:

Miles.	The week's receipts.	Rec'ts p. mile per week.
1853 on 6679.....	£300,854	£45 0
1852 on 6356.....	269,924	42 8
1851 on 6363.....	273,296	43 0

A comparison of this week's receipts with the corresponding week of 1852 shows an increase of £30,930, and with the corresponding week of 1851 an increase of £27,558.

The receipts per mile per week show an increase of £2 12s. as compared with those of 1852, and an increase of 2l as compared with those of 1851.

The total receipts from the 1st January to the present time amount to 4,995,227l., for the corresponding period of 1852 4,519,378l., showing an increase of 475,854 over the corresponding period of 1852, and an increase of 724,504l., over the same period of 1851.

The following table shows the receipts per mile per week for the last three years, and the miles then open of the London railways:

	Receipts per mile per week.		
	1852.	1852.	1851.
London and North Western....	89	86	95
Great Western.....	59	65½	70¾
South Eastern.....	43	40¾	49
London and Brighton.....	57¼	51¼	59¾
Eastern Counties.....	50	46	44½
Great Northern.....	54½	58½	41½
London & South Western.....	42½	43¾	43½
London and Blackwall.....	218¾	117¾	184½
	Miles open		
	1853.	1852.	1851.
London and North Western.....	553½	589½	518¼
Great Western.....	319½	277	284
South Eastern.....	288¼	288¼	261
London and Brighton.....	173¼	173¼	173¼
Eastern Counties.....	322	322	322
Great Northern.....	283	223½	236
London and South Western.....	253¼	244¼	244¼
London and Blackwall.....	5½	5½	5½

American Railroad Journal.

Saturday, June 4, 1853.

Mobile and Ohio Railroad.

We invite attention to the report of the Chief Engineer of this road to be found in another column. It presents with great clearness the state of the work upon the line of the road, and the financial condition of the company.

It will be seen that the project is making rapid progress. The company in the outset adopted a policy which is now producing the most satisfactory results,—that of throwing the *onus* of building the road upon the proper parties, the community upon its line, and those immediately interested in its construction. The directors refused to give any assurances that the road could be constructed unless the local population would prepare the road-bed for the iron. Satisfactory guarantees are now obtained that this will be done upon the *whole* route. In this manner is a domestic interest excited toward the project, which could be created in no other manner. Having invested a large amount of money in the road, the parties who have it in keeping will take good care that it shall be well built and well managed. The fact that the local population can contribute from their own means one half the sum required for construction, is conclusive evidence that the road is needed. Such a test would, we fear, prove fatal to many schemes now urged upon the market.

The above company are now in a position, when they come before the market, to obtain the highest price for their bonds. In the construction of the road nothing will be lost in exorbitant shares or commissions. The road which is one of the most promising enterprises in the country, will be constructed at the lowest possible cost, and with the same good sense exercised in its management that has been displayed in its construction it cannot fail to become one of our most productive works.

The company are much indebted for the fortunate state of their affairs to their chief engineer, John Childs, Esq., who has not only superintended most satisfactorily the duties of his appropriate department, but has been largely consulted in reference to the financial affairs of the company. To enterprises of such magnitude as the Mobile and Ohio road the value in their infancy of the services of so experienced a person in every thing relating to railway construction cannot be over estimated, and the directors have shown their good sense in clothing him with extensive powers.

Important Change in Locomotive Fuel.

For some time past, experiments have been in progress on the Baltimore and Ohio railroad, under the direction of the superintendent, William Parker, Esq., with a view of substituting the coke of bituminous coal for wood in passenger engines. The result of these experiments will be of immense interest to the railroads on the Atlantic seaboard, inasmuch as our forests are daily disappearing to supply the demands for locomotive use. The great difficulty has been to find a coal of the proper quality to produce coke adapted to the purpose, and to instruct enginemen in its use in the locomotive. We are glad to learn that the obstacles to the success of coke have been removed, and that this fuel made from Maryland coal, is now regularly used to make steam in the engines drawing the passenger trains on the high grades west of Cumberland, where the Baltimore and Ohio railroad crosses the Alleghany mountains. The train on the first trial, consisting of three passenger cars loaded with passengers, with baggage car and mail car attached, surmounted the grade of 116 feet per mile, for 17 miles, at an average speed of seventeen miles per hour. There was an abundance of steam at a pressure of 95 pounds per square inch. Since the date of the first trip, on the 16th inst., above referred to, the coke fuel has alone been used with uniform success on the division of the road just named.

We understand it is the intention of the Baltimore and Ohio railroad to adopt coke on all the passenger engines running upon the road, and if they do, as they use the raw coal for tonnage trains entirely, wood will be altogether abandoned, and this road will prove itself to be one of the cheapest worked roads, so far as fuel is concerned, in the world. The cost of coke as compared with wood, has not been accurately ascertained, but some of its friends who have more particularly experimented upon it, claim a saving of 23 to 50 per ct. over wood. If this holds true in a district where both wood and coal are cheap, the result must prove still more satisfactory whenever wood is at a high price, and the only addition to the price of coke grows out of the transportation;—though on all of our long roads, extending into the interior, there will probably be found a point where the cost of the two kinds of fuel will be equal. As coke however, makes no sparks, smoke or cinder, its use exclusively on passenger trains, will greatly promote the comfort and cleanliness of the passengers. We hope that arrangements will soon be made to introduce this fuel on our most important roads out of N. York and Boston. We shall hail the introduction of coke as the commencement of a new era in the economy of railroad locomotion, and we regard with no small satisfaction the fact that the products of our own mines as well as those

of England can furnish an abundant supply of fuel so every way fitter for generating steam in passenger engines and at the same time reduce the working expenses of the trains.

We hope also that the Baltimore and Ohio railroad company will be amply repaid for their perseverance until this gratifying result shall have been attained.

Lowell.

We have a copy of the statistics of the manufactures of Lowell for the year 1852, which we condense as follows:

Number of manufacturing corporations.....	12
Number of mills.....	51
Cotton consumed in 1852, bales.....	91,650
Wool do. pounds.....	5,148,000
Iron* do. tons.....	4,500
Coal, anthracite, do. tons.....	30,576
Charcoal, do. bushels.....	68,350
Wood, do. cords.....	3,220
Oil, whale and sperm, gallons.....	69,607
Lard, do. gallons.....	47,000
Starch, do. lbs.....	1,400,000
Flour, do. barrels.....	1,565
Total capital.....	\$13,900,000
Total spindles.....	342,722
Total Looms.....	10,606
Females employed.....	8,470
Males employed.....	4,163
Cloth woven per week, cotton, yards.....	1,460,000
Do. Osnaburgs.....	90,000
Do. woollens.....	27,900
Do. carpets.....	25,000
Cotton dyed and printed, yards.....	705,000

* In machine shop.

Average wages offemales, clear of board, per week.....	\$2 00
Average wages of males, clear of board, per day.....	80
Medium produce of a loom, No. 14 yarn, yards per day.....	45
Medium produce of a loom, No. 30 yarn, yards per day.....	33
Average per spindle, yards per day.....	1½

The Middlesex company make use annually of 6,000,000 Tessels, 2,000,000 lbs. fine wool, 50,000 lbs. glue, \$30,000 worth of dye-stuffs, and \$13,000 worth of soap.

In addition to the above, the Merrimack manufacturing company use 1,000,000 pounds of Madder, 30,000 db, Copperas, 60,000 do. Alum 50,000 do. Sumac, 40,000 do. soap, 45,000 do. indigo, per annum.

The Lowell bleachery uses forty thousand pounds indigo, and \$25,000 worth of other dyeing materials per year.

Other manufactures are produced in the city than those specified above, of a value of \$1,500,000, employing a capital of \$400,000, and about 1500 hands.

There are four banks; the Lowell, capital two hundred thousand dollars, the Railroad, capital \$600,000, the Appleton, capital \$150,090, the Prescott, capital \$100,000.

The population of Lowell in 1828 was 3,532, in 1840 it was 20,796; in 1850 it was 33,385. Increase in ten years; 12,580.

Rochester and Lake Ontario Railroad.

The Rochester and Lake Ontario railroad, from the city of Rochester to Charlotte, at the mouth of the Genessee river has been completed. The road is about eight miles long, and it passes thro' a country at a distance of about a mile from the river, until it reaches a point of deflection toward the village of Charlotte, when it runs along within sight of the Genessee, and passes under the bridge of the Charlotte plank road. The track of the Lockport road is used for about a mile and a-half. The road has been leased to the Niagara Falls

company, and will be conducted by the same management.

Alexandria, Va., and its Enterprise.

Being in Alexandria last week, I had an opportunity of witnessing the activity which railways are almost everywhere infusing, into the direction of capital. This city, now numbering eleven thousand inhabitants, has three railroad enterprises in progress, and in various stages of completion.—The Manassa Gap railroad, and the Orange and Alexandria railroad, each about ninety miles in length, will soon place Alexandria in communication with the agricultural and mineral region of Central and Northern Virginia. The Alexandria, Loudoun and Hampshire railroad is a recent enterprise, projected towards the Cumberland coal region, and promises to reduce the cost of coal, upon delivery at navigation, 50 cents to \$1 on a ton. Freight is as low from Alexandria as from Baltimore, and vessels of 1,200 tons can lie at the former port and ship their freights at any season.

Among the local matters pertaining to this city, it has been lighted, for some time, with gas, and a plan is agitated for a short railroad to connect the city with the Baltimore track at Washington.

The growing establishment of Smith & Perkins, is also located here. They have been engaged for little more than two years in building locomotives, marine engines and cars—400 of the latter having been made. This firm are making extensive improvements, to enable them to complete and deliver three first-class locomotive engines per month. They will occupy three acres of ground, including a foundry of the best arrangement, and having a furnace expressly for casting chilled wheels. A large steam hammer is in use, under which they work all their heavy forgings from the best American stock. They are now building a very beautiful and highly finished engine of forty horse power to propel their additional machinery. Vessels of the largest class can load directly at this wharf. Their heaviest orders have been from the Manassa Gap, Baltimore and Ohio, Penn. Central, and Hudson river railroads, for the last of which they are they are now completing some very superior coal burning engines. To Mr. Perkins belongs the credit of the introduction of two of the best improvements upon locomotives. We allude to the slip tire and the heater. The former, always efficient and durable, has effected an unparalleled saving in the repairs of the heavy engines on the Balt. and Ohio railroad; the latter, simple and effective, tends to a very material saving in the fuel for locomotives. Both of these improvements are adapted to nearly every class of engines in all parts of the country. Our mechanics will find this establishment worthy of their notice. The shop is now in want of good hands, and will pay the best wages to such as can do first-class work.

ZERAH COLBURN.

Delaware, Lackawanna and Western Railroad.

The lettings on this road are postponed to June 15th. The capital stock (\$1,500,000) is fully subscribed. The contracts will be let in small sections, and all payments made in cash; offering an inviting field for contractors of all kinds. All applications for contracts must be made at the Company's Office, in this city.

Grand Trunk Railway of Canada.

We notice that the stock of the "Canadian Grand Trunk" is quoted at a premium of from one to two per cent., in our recent English exchanges. The scheme has become a leading project on the Stock Exchange.

Extracts from their leading Railway journal, given below, show the estimation of this enterprise in England.

"Canadian Railways.—The Canadian Government, it is understood, will insist on either an amalgamation or a 'federal union' of all the trunk lines to which the Government aid and protection are afforded; and they will, moreover, not extend such aid to railway Companies that cannot, under existing circumstances, fulfil the prospects held out to British capitalists. The Government of Canada requires all the railways to be constructed with a five feet six inch gauge, and to be, in every respect, equal to the very best lines in England. The Montreal and Toronto, 345 miles, is contracted for complete, with stations, sidings, engines, and plant, for a single line, at £7,600 per mile; this includes a tubular bridge over the Ottawa, a mile long. The Quebec and Richmond, 100 miles, with a deep water wharf, 22 feet at low water; at Quebec, at £6,500 per mile. The St. Lawrence and Atlantic, at £6,500 per mile, extending to Richmond and Sherbrooke, and thence joining the Atlantic railway to Portland, admitted to the first harbor in the United States, with 150 acres of land adjacent to the deep water wharfs belonging to the railway company. The working expenses of the primitively constructed United States railways are about 45 per cent on the opening traffic. The expense of the Canadian lines, constructed on the more solid basis of English railways, is calculated not to amount to 35 per cent—the receipts on opening are not taken at more than £20 per mile per week—but £36 per mile per week is shown on on those in actual operation for the first year, when it was predicted by those interested in steam navigation, that no traffic existed.—*Herapath.*

Mr. C. P. RONEY, late Secretary of the Dublin Industrial Exhibition, an experienced manager of railways, has been appointed Secretary and Manager of the Grand Trunk Railway of Canada.

We understand that this gentleman is expected to arrive in America, to take charge of the railway on this continent, at an early day.

We copy the following notice of Mr. Roney drawn forth by the announcement of his recent engagement in America:

"Mr. C. P. Roney.—Concerning his tourist traffic arrangements, and, indeed, his perfect system of "through booking" generally, it was truly said by a cotemporary that "he did more in one year to cement a friendship between the two countries, and to raise friendly commercial relations between our manufacturers here and those on the other side of the channel, than all our legislation during the previous half century," and therefore we feel that his loss, though a general one, will be particularly felt by our commercial interests, which now especially so much needed his guiding spirit.—*Extract from "Saunders's News Letter."*

Maysville and Lexington Railroad.

The third annual meeting of the stockholders of the Maysville and Lexington railroad company, was held in the Council Chamber on Tuesday last, May 3, 1853, for the election of directors and receiving the annual report of the board.

The vote for a new board of directors was unanimous, 17,373 shares of stock being voted, for the following persons: A. M. January, C. Shultz, Wm. Nunn, F. T. Hord, Robert A. Cochran, and Samuel B. Poyntz.

Myer's New Freight Car.

We gave, a week or two since, a brief description of a car recently invented by Mr. C. T. Myer of Philadelphia, for the transportation of coal and articles of a similar character. It is simply a cylinder, of uniform diameter, the ends of which are formed by the wheels. The motion of this cylinder throws its load against the rim; and at a speed of eight miles an hour, the centrifugal force imparted to the load, preserves it in the same position, and relieves it entirely from any jar. As the rim of the cylinder is, in fact, the axle, the only friction encountered is the bearing upon the journals, of a slight wooden frame work, necessary for connecting the cars.

By this invention, friction, which is inseparable from all motion, is reduced to the lowest possible limit. By transferring the load directly to the wheels, some of the most fruitful causes of accidents are avoided; and axles, boxes, springs, etc., etc., are dispensed with. By bringing the load nearer the ground, the wear and tear of the track is much reduced. The load, too, is transported in much better condition, as we have the testimony of competent persons.

The idea of this car is a most ingenious one. It applies the natural laws of motion almost in their original simplicity, to the movement of ordinary freight. We commend the invention to the consideration of coal companies in particular. We have several certificates, showing the results of experiments already made, which we shall give in our next number. Further information can be had by application to the inventor, C. Thiers Myer, 33 Walnut street, Philadelphia.

Columbus, Piqua and Indiana Railroad.

The bonds of this company, being first mortgage, amounting to only \$600,000 on 102 miles of road, are to be sold at auction by Mr. Draper next week. The security for these bonds is unquestioned. One division of the road is nearly ready for opening, and the company have sufficient means to carry vigorously forward the whole line to an early completion. The cost of the road will exceed thrice the amount of the first bonds. The country traversed is one of the best sections of Ohio. The connections to be formed by the above road are very favorable. Under such circumstances the bonds should, and undoubtedly will, command a high price.

The South-western & Muscogee Roads.

The Branch of the South-western road, from Fort Valley to its junction with the Muscogee road, is completed, and the cars are now running from Macon to Columbia without interruption.

Virginia.

Metropolitan Railroad.—The stock subscription books of the Metropolitan railroad company,—whose road is to run from Frederick to Washington city—are to be opened on the 6th June.

Alexandria, Loudoun and Hampshire Railroad.

The board of Public Works of Virginia on Saturday last, made the State subscription of \$60,000 to organize the Alexandria, Loudoun and Hampshire railroad company.

Tennessee.

Memphis and Little Rock Railroad.—The people of Memphis have voted in favor of a subscription of \$350,000 to the stock of the Memphis and Little Rock railroad.

Milwaukee and Mississippi Railroad.

We have been favored with a copy of the subjoined letter, from the Chief Engineer of the above Company to the Directors, showing the progress which this important work has already made, and the arrangements that have already been entered into for its further extension west. The road has reached that portion of the State from which a large business was expected, and we learn that its earnings exceed the amount anticipated, or even claimed for it by its friends, averaging daily from \$500 to 800, and promising to make the stock in the road one of the most productive in the west.—The work of construction is to be pushed on vigorously till the Mississippi is reached.

The general importance of this project as well as its business prospects have been much increased by the recent movement in Canada and the state of Michigan, which have rendered certain the construction, at an early day, of a railroad from Grand Haven, a port on Lake Michigan, opposite Milwaukee, directly east to Buffalo, Montreal, and other eastern cities, with a line of steamers on Lake Michigan which can be crossed in 3 hours. The traveller to the north-west, who is now compelled to make a long detour by way of the northern shores of lakes Erie and Michigan, will be enabled to pursue a direct course, saving both time and money on his journey. The Milwaukee and Mississippi road, in connection with the Michigan line, is in fact the prolongation west of the Grand Trunk of Canada, and the Central New York lines.

We also give in the same connection the report of the committee appointed for the citizens of Milwaukee, to attend the recent railroad convention held at Port Huron.

Milwaukee, May 23, 1853.

JOHN CATLIN, Esq.,

Pres. of the M. & M. R. R. Co.

DEAR SIR:—The contract for the extension of our road from Rock River, in the town of Fulton, to Madison, the capital of our State, was executed on the 4th of April last. The Contractors are Messrs. Cooke and Sherwin, who are energetic and abundantly able to press forward the work to completion by the time required in the contract, viz: to Strongton by September 1st., and to Madison by January 1, '54. The former point is 86 miles from Milwaukee, and the latter 98. Already nearly every section has been commenced, and arrangements have been made which will insure the completion of the road according to the contract.

The contract requires a first-class road, equal in all respects to that which has been constructed during the past year, which I regard as not surpassed by any road in the United States. We have a most superior quality of ballast, and the ties are of white oak, placed on an average of 2 feet from centre to centre.

The embankments and excavations are all light, and of a material not liable to slides or to be injured by heavy rains.

The road is in all respects free from the casualties which befall those constructed in less level countries, and along rapid streams and through narrow valleys.

It may therefore be said with safety that the annual expense of keeping the road in repair will be of the smallest character. Owing to the favorable

character of the grades and curves, the expenses of operating the road will also be comparatively light.

We have now 70 miles of the road in operation, on which we have been running since January 10, 1853. Portions of this are not yet fully fully ballasted, but will be in the course of a couple of months.

The business of the road now gives an earnest and a sure guarantee that it will give an ample return on the investment.

We have just now reached a distance from the Lake where we can command the entire business, but as we did not until too late for the last year's business, we have not yet given the road a fair opportunity of showing the business which will come upon it.

As we advance the business will increase, and the road will draw it from a wider and a more extended section, which by passing a greater distance on the road, will not only swell the receipts by reason of an additional price per ton, but the quantity will also be greatly enlarged.

The remaining distance from Madison to the Mississippi river, of about one hundred miles, is the most favorable route for a railroad I have ever passed over for the same distance.

As a whole, I regard the route from Milwaukee to the Mississippi river the most favorable in point of expense of construction and respect to grades and curves, that can be found north of the projected "Air Line," from Chicago to Savannah.

It is a route so situated, in respect to the physical formation of the country, that a competing line need not be apprehended.

The roads projected from Chicago into this State cannot, in my opinion, injure this road; they will at least bring to it as much they can take from it.

The position which we shall occupy on the Mississippi river being equal to at least eighteen hours time above any other road leading to Lake Michigan, will give us decidedly the advantage for the upper Mississippi business. This circumstance added to the certainty of having the road constructed across the state of Michigan from the mouth of Grand river to Port Huron and to Detroit, which will save at least 170 miles in passing from the Mississippi river to the eastern ports, can not fail to give the Milwaukee and Mississippi road a commanding position, and render the stock among the north productive.

Yours very respectfully,

EDWARD H. BRODHEAD, Chief Engineer.

Report of Delegates to the Port Huron Convention, made to the Board of Trade May 10th, 1853.

The undersigned, delegates appointed by the Board of Trade to attend the Railroad Convention at Port Huron, beg leave to report:

That owing to a detention on the Michigan Central railroad, we were unable to reach Port Huron prior to the adjournment of the Convention; that we met a large number of the delegates to that Convention—including some of the directors of the Port Huron and Grand Haven railroad—on their return from Port Huron, and had a conference with them at Detroit; that the managers of the road informed us that arrangements had just been entered into, at Quebec, by which a majority of the stock of the road was to be assigned to English capitalists, who were to furnish the capital for its construction, in continuation of the Grand Trunk railway, from Trois Pistoles, through the chief cities of Canada, to Port Sarnia; that this Trunk

road, 1,112 miles long, involving an expenditure of some fifty millions of dollars, and forming the great highway of the northern travel to Europe by the ocean steamships, has been undertaken by the English and Colonial Governments, and the means for its completion mainly provided; that, in connection with this Trunk road and its extension to Grand Haven, the Branch road from Port Sarnia to London—a line of 59 miles—is to be built, thus insuring a connection, by a direct route, with the Great Western road, through Canada to Niagara Falls, and by the Brantford Branch road to Buffalo, Albany, Boston and New York. In the early construction of these roads, Milwaukee has a deep interest.

We also had two conferences with the principal Directors and friends of the Oakland and Ottawa railroad company—including some of the most wealthy influential citizens and business men of Detroit—and found them thoroughly aroused to the importance of pushing forward their road speedily to Grand Haven, in order to secure the trade of the rich valley of Grand River, as well as of Wisconsin and the north-west, and to prevent trade and travel from passing south of Detroit, by the south shores of Lakes Michigan and Erie. They seemed to be well aware of the fact, so long overlooked by the business men of Detroit, that the interests of that city and of Milwaukee are identical, and would be mutually promoted by a railway to Grand Haven.

From the officers of the Oakland and Ottawa railroad we learn the following facts:

The distance from Detroit to Grand Haven, by their road, is 188 miles. Twenty-five miles of this road—from Detroit to Pontiac—is already built in the most substantial manner, and is now in operation, leaving but 163 miles to be built. The line of the road is direct, of easy grades, running through the most fertile portion of the State, and the people throughout its entire length are anxious to have it speedily constructed. It has already been surveyed and the profiles and estimates made, as far as Grand Rapids, and the whole road will be put under contract this month.

Responsible persons have offered to construct and equip the road complete within 20 months, on terms most favorable to the Company, and entirely within their means; to put powerful boats on Lake Michigan, which they will guarantee will run from Milwaukee to Grand Haven at least 336 days in the year; and to carry passengers from Detroit to Milwaukee, or from Milwaukee to Detroit, in ten hours, at six dollars each. This is in one hour's less time and at a dollar's less cost than the passengers are now carried by the swiftest railroad train from Detroit to Chicago. And if the present rates of fares on the lines of railways south of Lake Michigan are reduced, the Oakland and Ottawa company will reduce their price, in like proportion.

We have no reason to doubt that this road will be built within the stipulated time of 20 months. The interests of the company, of Detroit, and of the region of country through which it passes—all jeopardized by longer delay—will insure its speedy construction. By the first of November next, the Great Western railway company through Canada will be completed to Windsor, opposite Detroit, and will pour an immense tide of travel into that city. This reduces the distance from Milwaukee to Buffalo, by the Pontiac and Oakland and Ottawa roads to five hundred and fifty miles.

Whoever will take up a map and examine the routes of the Grand Trunk road from Port Sarnia to Trois Pistoles, of the Great Western road from Detroit to Niagara Falls and Buffalo, and of the New York consolidated road, and of the roads leading from it southerly to New York, and easterly and northerly through New England, and reflect that over one hundred millions of dollars of capital are invested in these roads, and that the Grand Haven road will be a great feeder to these roads, draining the heart of the great north-west, and pouring through those channels, both eastward and westward, the trade of Wisconsin, part of the Northern Illinois, Northern Iowa, Minnesota, and the

country north and west of this, cannot for a moment doubt that the Grand Haven road will be one of the best paying roads in this country, and that its revenue will increase rapidly, year after year, with the ever-increasing enterprise, population and resources of the Great West.

In conclusion, we can but express the firm conviction, which our visit to Detroit has strengthened, that a brighter day has dawned for Milwaukee. It only remains for Milwaukee to redeem the pledge which we made in their behalf, at Detroit, and push forward unitedly and speedily her roads to the West and North, and a prosperous future awaits her. The prize of commercial enterprise, wealth, and power, is now within her reach, and she has but to stretch forth her hands to grasp it. We are on the same parallel with Buffalo, Albany and Boston, and the great northern thoroughfares of travel, sweeping the circuit of New York, New England and the British Provinces, and converging to a point on Grand Haven, opposite Milwaukee. In a few years Milwaukee will be put midway between the populous east and the peopled west, on this side of the Rocky Mountains, and she may, if she now improves her natural position, become the great outlet and inlet, the entrepot and depot for this great and rapidly increasing trade and travel.

J. H. Tweedy, L. W. Weeks, J. S. Brown, J. L. Bean, S. B. Grant, S. M. Booth, J. H. Rogers, T. Shepard, Byron Kilburn.

Canadian Railways.

Hamilton and Toronto Railway.—On Tuesday, May 10th, a meeting of shareholders was held in London, Mr. S. Laing, M. P., in the chair. The chairman stated to the meeting the reasons for which the Great Western of Canada Company had considered it of importance to anticipate any other company in obtaining possession of this line.—He referred to statistics showing the rapid growth and wide development of Hamilton and Toronto, which he described as the Glasgow and Edinburgh of the colony. A bill had already passed the Canadian Legislature, and arrangements had been made with an eminent English contractor for the completion of the line at an estimated cost of £328,000; whilst it was proposed that the Hamilton and Toronto railway shall be leased to the Great Western railway company at a rent equal to 6 per cent, with participation in any dividend beyond that amount paid to the Great Western Company. Mr. Laing concluded by observing that it was thought desirable that a railway, which was the natural ally of the Great Western, should be in the possession of the proprietors of the latter company rather than become the property of the promoter of any other undertaking. He therefore moved a resolution that the arrangement proposed by the Great Western Company be approved. The motion was seconded and carried unanimously. Resolutions were then submitted and adopted, deprecating the formation of unnecessary competing lines, adopting the arrangement entered into with the Grand Trunk railway, and declaring the readiness of the shareholders to support the Directors in carrying out the Sarnia Branch, as originally intended. Other resolutions of a formal nature having been agreed to, the business terminated.

Great Western Railway.—A special meeting of the English shareholders in this Company was held on Tuesday, May 10th, in London, to consider certain important arrangements entered into provisionally with the Grand Trunk of Canada and the Hamilton and Toronto railway companies; Mr. S. Laing, M. P., in the chair.

The chairman entered into an explanation of the arrangement which had been entered into between the Great Western and Grand Trunk railway companies, with a view to avoid competition, to facilitate the interests of traffic, and to make common cause in resisting any extension of the ruinous policy of railway extension in Canada. He then described, on a map of Canada, the various competing schemes that had been proposed, and the necessity there was for establishing an amicable understanding with the Grand Trunk railway Co.

for the mutual protection of their interests. The length of the Grand Trunk line was 1,000 miles, and that of the Great Western 240 miles, involving 1,800 miles of railway. The agreement was finally settled between the two companies, and ratified by the Grand Trunk railway company on the 8th of May, 1858. It stipulated the co-operation of both companies to prevent injurious competition, the adoption of through booking to all places on the lines, charges to be in proportion to mileage, the Grand Trunk to run trains over the Sarnia Branch of the Great Western railway, and the stations at Sarnia and Toronto to be common to both companies; and where stations and other works on these lines were also common property, they were to be constructed at the joint expense of both companies. The two companies to make common cause in opposing competing schemes, and to be at liberty to make branches from their lines. In case of dispute the matter was to be referred to Mr. R. Stephenson, or to the President of the Institute of Civil Engineers. An act to be applied for to authorise the arrangement, and every effort made by both companies to prevent injurious competition, and to facilitate the progress of traffic.—When they considered that £70,000,000 of shareholders' money had been wasted by competition on railways in the United Kingdom, or £100,000,000 including foreign lines, he thought that every effort should be made to prevent a waste of capital from similar causes in Canada. He was glad to perceive that there was a disposition in the Legislature of Canada to discountenance competing railways. He had drawn up a few standing orders, which, if adopted by the Canadian Government, would prevent a considerable waste of capital, and ensure the various districts a good system of railway communication. If railway companies were willing to give the public the necessary accommodation, competing lines should not be granted, and before they were granted the existing companies should be heard against them. The Parliamentary check of retaining the 10 per cent deposit on railway schemes, in the shape of caution money, until they were completed, would be a great discouragement to injurious schemes. It was fortunate for the company that they had to deal with Messrs. Glyn and Baring as the financial agents of the Canadian Government in matters relating to the Grand Trunk line, and as those gentlemen were strongly opposed to railway competition, there was some probability of the object they had in view being carried out satisfactorily. The directors of the Great Western company had done everything they could to place the company in a safe position, so as to be able to retaliate on those who may endeavor to take an unfair advantage of them. It would be a wise and prudent course to carry out their Sarnia branch when the main line was completed. It was not improbable that the ultimate result of the arrangement with the Grand Trunk company would be an amalgamation founded on the basis of the traffic. The present state of Canada was not understood in this country. Formerly it was mis-governed and a disgrace to the Government, but since it had been allowed to govern itself, Canada had advanced exceedingly. In 1760 it had 50,000 inhabitants, and 90 years afterwards, in 1850, the population was 1,530,000. The great increase was in Upper Canada, for in 1830 the population amounted to 210,000, and in 1851 to 952,040. The increase of population in Canada was tenfold in 40 years, while in the United States it was only threefold. The population in the United States in 1810 was 7,223,000, and in 1850 23,351,000. Taking three of the most flourishing States in the Union, the population only increased threefold in the course of 20 years. Wealth in Canada had increased even faster than the population. In 1825 the assessable property of Upper Canada amounted to 1,854,965, and in 1852 to 37,695,931, being about 20 per cent under the actual value, so that the property increased in round numbers from 2,000,000 in 1825 to 40,000,000 in '52, an increase quite unprecedented. The imports in Canada amounted, in 1850, to 2.13s. per head, while in the United States they amounted to 1.14s. per head. In 1846

there were 2,589 schools in Upper Canada, and 109,112 scholars, and in 1850 3,069 schools, and 151,891 scholars, out of a population of 900,000. This was a large proportion, and about double that in the United States. There were all the elements of a great and increasing traffic in Canada. The population of the district through which the Great Western line passed was 259,978, and the assessable value of property 14,549,105, and the population at various places on the line was continually increasing. The through traffic would be very considerable, as that conveyed over Lake Erie in a direction parallel to their line was estimated at 40,000,000. The traffic on the Central Michigan railway, 245 miles in length, amounted in 1852 to 268,000, the expenses to 101,186, and the profits to 167,636, or 14 per cent. The New York and Erie railroad, 464 miles in length, had cost 13,000 per mile, and the net earnings were equal to 16 per cent. The Great Western line would form the link between those lines, and would cost but 7,000 per mile for a single line. The average cost of lines in the State of New York was at the rate of 9,175 per mile for a single track. The Editor of a New York paper has estimated the cost of their line at 2,000,000, and the dividend at 15 per cent; but as a large amount of the capital would be in six per cent bonds, he estimated the dividend at 24 per cent. (Laughter.) He (the chairman) was not disposed to go so far, but he thought it quite as probable that they would have 15 or 20 per cent. in Canada as 5 or 6 per cent on a railway in England. He concluded by moving a series of resolutions, to the effect that any extension of the principles of competition (which had been attended with such disastrous results in England) to railways in Canada, would be impolitic and unfair to those who had invested their money on the faith of existing acts of the Legislature; approving of the agreement with the Grand Trunk railway company and recommending the directors to ratify the same; approving of the measure for leasing the Hamilton and Toronto railway; authorising the directors to proceed with the Sarnia Branch; and thanking Mr. Harris, the president, and the other gentlemen who conducted the negotiations with the Grand Trunk railway company.

Mr. Schuster said, the public were always better served at places where there was no competition.

After some observations from Mr. Foster, Mr. Masterman, and other proprietors, the resolutions were passed unanimously.

The proceedings concluded with a cordial vote of thanks to the chairman.

Michigan.

Michigan Southern and Indiana Northern Railroad.—The Michigan Southern and Northern Indiana railroad are running three daily trains between Toledo and Monroe and Chicago. The Lightning Express will make the time in 8½ hours—thus taking passengers from Chicago to Buffalo, all the way by railroad, in about 18 to 20 hours—and by railroad and the lake in 22 to 24 hours, and performing the distance from Chicago to New York in 32 or 36 hours.

Canandaigua and Niagara Falls Railroad.

The work on the Canandaigua road is going on with energy, and the road will be completed to the Falls, within the time specified in the contract,—July.

To Contractors.

HUNTINGTON AND BROAD TOP MOUNTAIN RAILROAD.

PROPOSALS will be received at the Engineer's Office, Huntington, Penn., until the 28th day of June next, for the graduation and masonry of thirty-five miles of the above railroad.

Plans and Specifications will be exhibited in the Office for three days previous to the letting. S. W. MIFFLIN, Engineer.

Gooch's Patent Steel Tires.**Haigh Foundry Co.,****BROCK MILLS FORGE,****SOLE MANUFACTURERS.**

GEOGE WOODWARD, 10 Ferry Street, New-York, sole agent to the HAIGH FOUNDRY CO., offers their make of GOOCH'S PATENT STEEL TIRES; Charcoal Iron Tires, finished or in the rough, superior to any other English make for hardness and endurance; WROUGHT IRON DRIVING WHEELS, Axles, and every description of forgings, at the lowest scale of prices commensurate with the high character of the material and Workmanship.

GAS CANNEL and Coal, supplied, to order, direct from the GIDLOW and SWINLEY mines, of the most superior quality. New-York, 31 March, 1853.

RICHARDSON'S**PATENT****OIL****CUPS**

FOR Locomotive and Stationary Engines. For sale by BRIDGES & BROTHER, Agents, 64 Courtland st., New York.

CAUTION.

RAILROAD Companies, and the public generally, are hereby cautioned against purchasing "Richardson's Patent Oil Cups," or the right to use the same, except of the undersigned, proprietor of the patent, or of some one acting under his authority. Communications addressed to him at Westminster, Vermont, will be promptly attended to. E. DEWOLF, Jr.
June 1, 1853.

Railroad Letting.

PROPOSALS will be received at our office in Cincinnati, until Wednesday, the 8th day of June next, for the clearing, grubbing, grading and masonry, of the line of railroad from Cincinnati to Cambridge city, Ind., about 60 miles.

Plan and profile of the road will be ready for examination ten days before the letting.

This road passing through a dry and healthy country, where supplies are abundant, offers great inducements to Contractors. There will probably be one short tunnel, and the grading and masonry will be heavy. The work to be commenced immediately after the letting, and will be paid for by monthly estimates.

Offers for part pay in stock of the road will be favorably considered. A. DE GRAFF & CO.

VENTILATION.

THE Subscriber being patentee of natural or spontaneous ventilation, will be glad, in order to diffuse its blessings as rapidly and widely as possible, to enter into arrangements with individuals or corporations, for the exclusive right, upon very moderate and reasonable terms.

Its operation is simple and purely philosophical—is easily and cheaply produced by mechanical means—and equally adapted to the largest and smallest building or apartment. The subscriber is prepared to furnish such plans, drawings and instructions, as will enable builders of Railroad Cars, School and ordinary sized Dwelling Houses, to carry out the operation without the necessity of awaiting his personal supervision.

A few testimonials may be inspected at the office of this paper. Address, (postage paid,) H. RUTTAN, Cobourg, Canada.
June 1, 1853.

Inspection of Railroad Iron.

THE Undersigned, having a thorough practical knowledge of the manufacture of Railroad Iron, and a most efficient staff of men at the works, he is enabled confidently to undertake the charge of inspection. References to the principal companies in England, America, Canada, etc. W. D. STARLING,
Change Alley, Lombard st., London.

June 1, 1853.

Notice to Contractors.

PROPOSALS for the grading, bridging and masonry of the Western division of the Covington and Ohio Railroad, will be received at the Office of the Engineer at Guyandotte, Cabell County, Virginia, between the 20th and 30th of June next.

They will embrace about forty-six mile sections, bridges over Twelve Pole, Guyandotte and Mud Rivers, and a tunnel of 1500 or 1800 feet in length, at the bend of Mud River.

Also, between the 1st. and 15th. of July next, proposals will be received at Covington, Virginia, for the grading, bridging and masonry of that portion of the Eastern division, lying between the town of Covington and Hayne's Farm, on Jackson's river—a distance of 10 or 11 miles of very heavy work including much heavy retaining wall, two large bridges over Jackson's River, and probably 2 tunnels.

The successful bids will be declared as soon as practicable after 15th July.

By order of the Board of Public Works.

CHARLES B. SHAW,

Chief Engineer Covington & Ohio R. R. Co. Lewisburg, Va., May 24, 1853.

Toledo, Norwalk and Cleveland Railroad.

FORMING, in connection with the Michigan Southern and Northern Indiana, the Lake Shore and Cleveland and Pittsburgh Railroad, the only entire railroad line between the East and West.

The best and most expeditious route between Eastern Cities, Chicago and St. Louis.

SUMMER ARRANGEMENT.

On and after Monday, May 16, 1853, Passenger Trains will run daily (Sundays excepted) as follows:

LEAVE TOLEDO—

ACCOMMODATION, at 9.10 A.M., stopping at all stations.
DAY EXPRESS, at 3.15 P.M., stopping only at Fremont, Bellevue, Monroeville and Norwalk.

NIGHT EXPRESS, at 11.15 P.M., stopping only at Fremont, Bellevue, Monroeville, Norwalk and Oberlin.

LEAVE CLEVELAND.

DAY EXPRESS, at 7 A.M., stopping only at Norwalk, Monroeville, Bellevue and Fremont.

ACCOMMODATION, at 10 A.M., stopping at all stations.
NIGHT EXPRESS, at 8 P.M., stopping only at Oberlin, Norwalk, Monroeville, Bellevue and Fremont.

CONNECTING DIRECTLY

AT TOLEDO—With Trains of Michigan Southern and Northern Indiana Railroad for Chicago and Way Stations, and through the Chicago and Rock Island Railroad, and Steamers on Illinois River, forming a line to St. Louis.

AT BELLEVUE—With Trains of Mad River and Lake Erie Road for Sandusky City, Springfield, Dayton, Cincinnati, etc.

AT MONROEVILLE—With trains of Mansfield and Sandusky Railroad, for Sandusky, Shelby Junction, Columbus, Zanesville, Newark, etc.

AT GRAPTON—With trains of Cleveland, Columbus and Cincinnati Railroad, for Columbus, Cincinnati and Way Stations.

AT CLEVELAND—With trains of Lake Shore Railroad for New York and Boston, via Buffalo and Albany, and for N. York, via Dunkirk, with trains of Cleveland, and Pittsburgh Railroad, for Pittsburgh, Philadelphia, Baltimore and Washington City.
E. B. PHILLIPS, Sup't.
Superintendent's Office T. & C. R. R.,
Norwalk, O., May 10, 1853.

LOW MOOR AXLES,

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent—WM. BAILEY LANG, 9 Liberty Square, Boston, and 24 Broadway, New York.

Notice to Contractors.

SEALD PROROSALS will be received at the Engineer's Office of the Cincinnati, Hamilton and Dayton Railroad Company, until noon the 10th of June, for the Graduation, Masonry, Bridging Track-laying and Ballasting of the Second Track of the Cincinnati, Hamilton and Dayton Railroad, between Cincinnati and Hamilton. Proposals to state at what time the work will be completed.

Profiles and Specifications can be seen, and other information obtained at the Engineer's Office in Depot Building, Cincinnati, Ohio.

Per order of the Board of Directors.

S. L. SPAFFORD,

Chief Engineer.

May 15, 1853

To Contractors.**NORTHERN INDIANA RAILROAD.**

SEALD proposals will be received at the office of the company in Toledo, Ohio, until the 14th day of June next, at noon, for Grading, Fencing and Bridging, including the clearing and grubbing of the line of said railroad from a point near the west line of the city of Toledo in the State of Ohio, to a point in the state of Indiana, about 70 miles west from Toledo. The line is divided into sixty-nine sections, proposals may be made for one or more sections. Maps and profiles of the line, and plans and specifications of the work, may be examined at the office of the engineer of the company in Toledo on and after the sixth day of June next.

The directors reserve the right to accept or reject proposals as they may deem the interest of the company to require. JOHN B. JERVIS,
Chief Engineer.

OFFICE OF THE NOR. IND. R. R. Co. }
Toledo, May 20th 1853, }

To Railroad and Canal Companies, or Contractors.

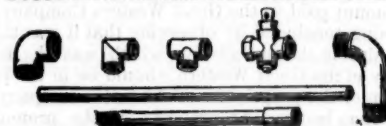
A SUPERINTENDENT, who has the very best testimonials from some of the most celebrated Engineers, having had charge of very large and difficult works, on which he gave the greatest satisfaction, wishes to make an engagement with some Company or responsible Contractor. He has the reputation of being a very skillful manager of large numbers of workmen, and, by reference to his former employers, it will be found that he will be a profitable man, although he expects a fair salary. A letter addressed to the Editor of this Journal will meet prompt attention.

Lap-Welded Boiler Flues, OF USUAL SIZES AND REQUIRED LENGTHS,

MANUFACTURED AT

PASCAL IRON WORKS.**WELDED WROUGHT IRON TUBES**

From 4 inches to 1 in. calibre and 2 to 12 feet long capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T, L, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by

MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets
PHILADELPHIA.

Auburn Steam Forge.

THE Forge Works of Smith & Richardson are being removed from Utica to the City of Auburn, Cayuga County, N. Y., where the business of manufacturing Car and Locomotive Axles, and other Shafting, will be continued by the undersigned. They will be prepared to make to order, on short notice, all kinds of small forgings. Their work will be all made after the most workmanlike manner and warranted. Parties wishing work done will find us prepared to contract for large jobs on favorable terms. The Forge and Machinery are new, and of the very best kind.

SMITH, RICHARDSON & CO.
Auburn, N. Y., June 1, 1853.

Notice to Contractors.

SEALD PROPOSALS will be received by the undersigned, at his Office in Phillipsburg, (opposite Easton, Pa.) until the thirteenth day of July next, for the grading and masonry of 14 miles of the Belvidere Delaware Railroad, extending from Phillipsburg to Belvidere.

The work will be ready for inspections, profiles, and specifications will be shown, and banks furnished, at the offices of the Assistant Engineers at Phillipsburg and Belvidere on and after the 6th of July.

ASHBEL WELCH, Engineer B. D. R. R.
Lambertville, May 25th, 1853.

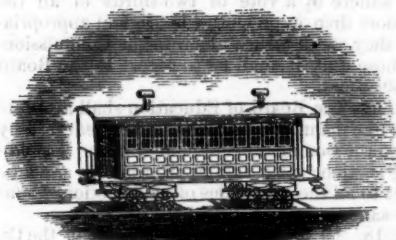
OILS FOR RAILROADS, MACHINERY AND BURNING.

LITCHFIELD & CO.



MANUFACTURERS OF
OILS AND CANDLES,
154 Front St., corner of Maiden Lane, New York,
Devote special attention to the preparation of the
best Oil for Burning, Machinery, and for
LUBRICATING ENGINES AND CARS,
at the lowest prices. Orders promptly filled.
June 1, 1853.

Elmira Car Shop.



THE Undersigned is prepared to manufacture for Railroad
Companies, Passenger, Baggage, Cattle, Freight, Gravel and
Hand Cars, also Baggage Barrows and Freight Trucks.
WM. E. BUTTER.

Elmira, N. Y., June 1, 1853.

Book and Job Printing.

The undersigned have added to the PRINTING
ESTABLISHMENT of the "RAILROAD JOURNAL,"
an extensive OFFICE for **BOOK AND JOB
PRINTING**, which they are now prepared to
execute in the BEST manner, and with DISPATCH.
They respectfully solicit from RAILROAD COM-
PANIES, orders for the PRINTING of Exhibits,
Time-tables, Circulars, Tickets, &c., &c.

J. H. SCHULTZ & CO.

New York April 9, 1853.

Railroad Iron.

THE Undersigned, having been engaged for many years as a
sworn Metal Broker in the City of London exclusively as a
buyer of Rails, begs to inform parties about to make contracts,
that he has always on hand orders to sell for reputed manu-
facturers upon the best terms.
W. D. STARLING,
Metal Broker, Change Alley, Lombard st.
June 1, 1853. London.

**Hoole, Staniforth & Co.,
MINERVA WORKS,
SHEFFIELD,**

Steel Converters and Refiners;
Manufacturers of Improved Cast Steel Engineer
and Machine Files;
Locomotive Engine, Railway Carriage and Wagon
Springs.
Saws of every description, Engineers' Hammers,
etc., etc., etc.
An assortment of Steel from the above Works con-
stantly on hand by **RICHARD MAKIN,**
Agent for the Manufacturers,
24 Broadway.

To Engineers and Steamboat Captains. EXPLOSIONS PREVENTED!

BRANDS' LIQUID,

FOR DISSOLVING INCRUSTATIONS IN STEAM BOILERS.

BRANDS' LIQUID is the name of a fluid recently in use throughout all Europe, by the application of which the incrustations
in Steam Boilers are dissolved or totally avoided, without affecting in the least the material of the boiler.
Chemical examinations and experience have fully ascertained that, by the application of this fluid, no harm whatever is done to
the material of which the boiler consists.
To dissolve the hardened incrustation in Steam Boilers, pour every 10 or 14 days, in proportion as the boiler is daily for a longer
or shorter time heated, the quantity of Brands' Liquid to the water in the boiler as shown in the following table:—

TABLE FOR CLEANING INCRUSTED BOILERS.

STEAM BOILERS.

Which are daily from 10 to 16 hours heated, and which have a
power of evaporation of

From	1 to	10 Horse Power,
"	10 to 20	"
"	20 to 30	"
"	30 to 45	"
"	45 to 65	"
"	65 to 110	"
"	110 to 160	"
"	160 to 220	"
"	220 to 300	"
"	300 to 400	"
"	400 to 500	"

QUANTITY

Of BRANDS' LIQUID wanted.

Every 10 to 14 days,	Per year—Barrel of 40 galls.
4 to 6 Quarts,	1 1/2 " "
6 to 9 " "	1 " "
7 to 10 " "	1 1/2 " "
10 to 14 " "	2 " "
12 to 17 " "	2 1/2 " "
13 to 19 " "	3 " "
15 to 21 " "	3 1/2 " "
18 to 26 " "	4 " "
20 to 29 " "	4 1/2 " "
22 to 31 " "	5 " "
24 to 35 " "	5 1/2 " "

If Brand's Liquid is regularly used, the incrustated Boilers are
within three to five months clean; and to prevent any further
incrustation in such or new Boilers, the use of Brand's Liquid
must not be interrupted, but about two-thirds of the stated quan-
tities in the table given to the water in the Boilers.

The Boilers of Locomotives require every two days, in pro-
portion to their power and time of service, only two and a-half to
four quarts of Brand's Liquid, which every second day is poured
into the water in the Tender.

As often as the water in the water-gauge, on Stationary, Ship
or Locomotive Boilers, becomes of a muddy appearance, the
Boiler must be blown out and cleansed from the stones and dirt
which have settled to the bottom of the Boiler.

The incrustation which in this manner is removed is soft, or in
pieces, which are commonly of a crumbling and brilliant texture
and have a brown color.

In some parts of the country, and in Marine Boilers, the incrus-
tation is often very hard, and to remove this, the larger quantities
in the given table are required. The pieces of this incrustation
which are removed by the use of Brand's Liquid have lost their
glassy texture, and though they commonly retain some hardness,
they have a brown color, and a corrosive and decayed ap-
pearance.

To remove the incrustation of Marine Boilers, larger quantities
of Brand's Liquid are required, in proportion as by the removal
of the brine a quantity of the feed-water is blown out. By any
simple contrivance Brand's Liquid must be brought into the boiler
in small portions, or mixed with the feed water.

Brand's Liquid is not injurious to the Boiler if it is used in large
quantities, even if the Boiler is entirely filled with it and heated,
but, in general the quantity as is stated in the table must not be
exceeded, because in connection with large quantities of incrus-
tation the Liquid generates much priming and motion of the wa-
ter, which might prove injurious to the annexed machinery, espe-
cially in Ship Boilers and Locomotives which have no large steam-
chests.

The above table is made by practical experience, so that only
a gentle working of Brand's Liquid is allowed, entirely free from
any danger, for the Boiler once properly cleaned, the proprietor
will by experiments easily ascertain the minimum quantity of Li-
quid that is required for the Boiler.

Should it be required to clean old incrustated Boilers by the use
of Brand's Liquid in a few days, then it is only necessary to pour
one-half to three-fourths of a hoghead at once into the water in
the boiler, and heat it from six to eight days gently to boiling
heat, for which operation the Boiler must be put out of service.

In Locomotives where the steam-chests are small, Brand's
Liquid must be used oftener in small quantities as before stated.
A Locomotive out of service may be cleaned within 6 or 8 days
by the use of a large quantity of Brand's Liquid, (one-fourth to
one-half a hoghead).

It would be needless to enter into a long discussion on the ad-
vantages in using Brand's Liquid for cleaning steam generators,
being fully aware that it destined for the use of the most intelli-
gent part of the public, and it may therefore suffice to mention
its advantages in a few words, as follows:

1. Less repair of Boiler.
2. Increased generation of steam, or saving of fuel.
3. The expense of hammering and loosening the incrustation is saved.
4. Less interruption of business.
5. The Boilers remain tighter.
6. The duration of the Boilers is increased, especially of loco-
motives and Tube-Boilers in general.
7. Three-quarters of the causes of Boiler-explosions are re-
moved.

Price per barrel \$20.

The patentees are so confident of the merits of this inven-
tion, that they offer one barrel gratis to parties willing to
make a trial, to be paid for only in case of success and of fu-
ture orders.

Brand's Liquid is used with the best effect by the Cincinnati
Water Works, and many other establishments in the West.

Address **BRAND, BROTHERS,**

Toledo, Ohio.

Sole Patentees both in Europe and the United States.

Or, **F. DUFFAIS,**

43 New Street, New York.

May 28, 1853.

The Troy Iron Bridge Co.

ARE prepared to erect Iron Bridges or Roofs, or any kind
of bearing trusses, girders, or beams, to span one thou-
sand feet or under, of any required strength, in any part of the
country. Their bridges will be subjected to severe tests, and
can be built for about the price of good wooden ones. Address
BLANCHARD & FELLOWS, Troy, N. Y.
April 24, 1853.

Etna Car Works.

HILLMEYER & SMALL, YORK, PA., PROPRIETORS.

WE are manufacturing to order and by contract, Baggage,
Freight, Express, Stock, "Reading," and other patterns
of Coal Cars. Lumber and Gravel Cars, of every variety, at
short notice, and on favorable terms.

Our facilities for manufacturing are extensive, and our means
for transportation to all parts of the country speedy and econo-
mical.

The Wheels we use receive our own personal attention, are
made of the best Cold Blast Charcoal Iron, of both spoke and
plate patterns, solid and open hubs.

All Cars built by us, and now in daily use on the Pennsylvania
Central, Baltimore, Susquehanna, York and Cumberland Roads,
have been appraised as first class, and carry the largest capacity
allowed on any roads. We are prepared to furnish Wheels and
Axles separately or fitted, Springs and other parts of Cars at
short notice. Orders and Contracts for Railroad Companies so-
lited.

May 27, 1853.

To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ash-
croft's Steam Gauge, would recommend their
adoption by those interested. They have been exten-
sively used on Railroads, Steamers and Stationary
Boilers, where, from their accuracy, simplicity, and
non-liability to derangement, they have given perfect
satisfaction. In fact, for Locomotives, they are the
only reliable Gauge yet introduced.

CHAS. W. COPELAND,

Consulting Engineer, 64 Broadway.

Railroad Iron.

THE undersigned, Agent for the Manufacturers,
is prepared to contract for T Rails, of the
usual pattern and weights, to be delivered on board
ship in Wales.

He will also receive and forward orders for the
purchase of Railroad Iron and Metals generally,
through the medium of his friends in London.

For terms, apply to

JOHN H. HICKS,

April 1, 1853. 90 Beaver st.

AN ACT FURTHER TO AMEND THE CHARTER OF THE CITY OF NEW YORK.— Passed April 12, 1883.

The people of the state of New York, represented in Senate and Assembly do enact as follows:

Sec. 1. The legislative powers of the corporation of the city of New York, shall be vested in a board of Aldermen and a board of Councilmen, who, together, shall form the Common Council of the City.

The Board of Aldermen shall consist of one Alderman from each ward, who shall be elected by the people of the respective wards for two years. The board of Councilmen shall consist of 60 members, to be elected from as many districts, who shall be sworn into office on the first Monday in January next, succeeding their election, and shall hold their offices for one year, and shall receive the same compensation as the Aldermen.

Sec. 2. The members of the board of Aldermen first elected under this act shall be classified as follows:—On or before the first Tuesday in December, succeeding the next general election, the Clerk of the city and county of New York shall, in the presence of the Mayor, Recorder, and Comptroller, or a majority thereof, draw from a box to be provided for the purpose, in which two ballots shall have been deposited, having thereon respectively, either the word "odd" or the word "even" one ballot; if the ballot so drawn shall have thereon the word "odd" then the term of office of the Aldermen chosen from wards having an odd numerical designation, shall expire on the first Monday of January, one thousand eight hundred and fifty-five and in case of the ballot having thereon the word "even" shall be drawn, then the term of office of the Aldermen having an even numerical designation shall expire on the first Monday of January, one thousand eight hundred and fifty-six. At all subsequent elections, Aldermen shall be elected for the full term of 2 years.

Sec. 3. For the election of Councilmen the city shall be divided into sixty districts of contiguous territory, and as near as may be of equal population, each of which shall choose one Councilman. The Common Council shall also divide the city into such districts on or before the first Monday in September next, and thereafter, within one year after the state and national census shall have been compiled, the Common Council shall in like manner re-district said city.

Sec. 4. Every act, resolution or ordinance appropriating money or involving the expenditure of money not rendered imperative under provisions of any State law, shall originate in the board of Councilmen, but the board of Aldermen may propose or concur with amendments as in other cases.

Sec. 5. A vote of two-thirds of all the members elected to each board shall be necessary to pass an act, ordinance or resolution of the Common Council, which shall have been returned by the Mayor with his objections.

Sec. 6. No Alderman shall hereafter act or sit as Judge in the Court of Oyer and Terminer, or in the courts of general or special Sessions in the city and county of New York; but this section shall not prevent his exercising the power of a magistrate on the arrest, commitment or bailing of offenders, except that he cannot let to bail or discharge a person arrested or committed by another magistrate.

Sec. 7. All ferries, docks, piers and slips shall be leased, and all leases and sales of public property and franchises (other than grants of land under water, to which the owner of the upland shall have a pre-emption right) shall be made by public auction, and to the highest bidder, who will give adequate security, (no lease shall be hereafter given, except as the same may be required by covenant of the corporation already existing,) shall be for a longer period than ten years, and all ferry leases shall be revocable by the Common Council for mismanagement or neglect to provide adequate accommodation. Any person requiring any ferry lease or franchise under the provisions of this act, shall be required to purchase at a fair appraised valuation, the boats, buildings and other

property of the former lessees actually necessary for the purposes of such ferry. Previous notice of all sales referred to in this section shall be given under the direction of the Comptroller for thirty days, in the newspapers employed by the Corporation.

Sec. 8. No bids shall be accepted from, or contract awarded to, any person who is in arrears to the corporation upon debt or contract, or who is a defaulter, as security or otherwise, upon any obligation to the corporation.

Sec. 9. No money shall be expended by the Corporation for any celebration, procession or entertainment of any kind or on any occasion, except for the celebration of the Anniversary of the National Independence, the 25th of November, (Emancipation Day,) and the anniversary of the Birthday of Washington, unless by the vote of three-fourths of all the members elected in each Board of the Common Council.

Sec. 10. No additional allowance beyond the legal claim under any contract with the corporation, or for any service on its account or to its employment, shall be allowed.

Sec. 11. The officers of the police and policemen shall hereafter be appointed by a Board of commissioners, consisting of the Mayor, Recorder, and city Judge.

Sec. 12. All work to be done, and all supplies to be furnished for the corporation, involving an expenditure of two hundred and fifty dollars, shall be by contract, founded on sealed bids or on proposals made in compliance with the public notice for the full period of ten days; and all such contracts, when given, shall be given to the lowest bidder with adequate security. All such bids or proposals shall be opened by the heads of departments advertising for them in the presence of the Comptroller, and such of the parties making them as desire to be present.

Sec. 13. There shall be a bureau in the Department of Finance, to be called the "Auditing Bureau," and the chief officer thereof shall be "Auditor of Accounts." It shall revise, audit and settle all accounts on which the city is concerned as debtor or creditor; it shall keep an account of each claim for or against the Corporation, and of the sum allowed upon each, and certify the same, with reasons therefor, to the Comptroller. The Comptroller shall report to the Common Council once in 90 days, the name and decision of the Auditor upon the same, together with the final decision of the Comptroller thereon. All moneys drawn from the city treasury shall be upon vouchers for the expenditure thereof, examined and allowed by the Auditor and approved by the Comptroller.

Sec. 14. Every person who shall promise, or offer, or give, or cause, or aid, or abet in causing to be promised, offered or given, or furnish, or agree to furnish, in whole or in part, to be promised, offered, or given to any member of the Common Council, or to any officer of the corporation after his election as such member, or before or after he shall have qualified and taken his seat, any money, goods, right or action, or other property, or any thing of value, or any pecuniary advantages, present or prospective, with intent to influence his vote, opinion, judgment, or action, on any question, matter, cause, or proceeding, which may be then pending, or may by law be brought before him in his official capacity, shall, upon conviction, be imprisoned in a State prison for a term not exceeding ten years, or shall be fined not exceeding five thousand dollars, or both, at the discretion of the court. Every officer in this section enumerated, who shall accept any such gift, or any promise or understanding, to make the same under any agreement or understanding, that his vote, opinion, judgment, or action, shall be influenced thereby, or shall be given in any particular manner, or upon any particular side of any question, matter, cause, or proceeding, then pending, or which may by law be brought before him in his official capacity, shall, under conviction, be disqualified from holding any public office, trust, or appointment, under the Charter of the city of New York, and shall forfeit his office, and shall be punished by imprisonment in a State prison not exceeding ten years, or by a fine not exceeding five thousand dollars, or both, in the discretion of the court.—Every person offending against either of the provisions of this section, shall be a competent witness against any other person offending in the same transaction, and may be compelled to appear and give evidence before any Grand Jury, or in any court, in the same manner as other persons, but the testimony so given shall not be used in any prosecution or proceeding, civil or criminal, against the person so testifying.

Sec. 15. No contract by the Supervisors shall be valid, unless expressly authorized by statute, and such as are authorized must be made in the manner provided in the twelfth section of this act.

Sec. 16. All ordinary appropriations made for the support and government of the Alms House Department, shall, before the same are finally made, be submitted to the Governors of the Alms House, to a Board of Commissioners, consisting of the Mayor, Recorder, Comptroller, the President of the Board of Aldermen, and the President of the Board of Councilmen. If the said commissioners approve of the appropriations, they shall immediately report the same to the Board of Supervisors; if they shall disapprove of the same, they shall return them with their objections to the Governors of the Alms House for consideration; and in case the said Governors shall, upon a consideration, adhere by a vote of two-thirds of all the Governors then in office to the original appropriations, they shall return them to the Commissioners, whose duty it shall be to report to the Board of Supervisors.

Sec. 17. The Board of Education shall also submit, in like manner, all appropriations required by them to the Commissioners named in the last preceding section; and said appropriations shall be subject to all the provisions of said section, so far as the same may be applicable.

Sec. 18. All such parts of the Charter of the City of New York, and the several acts of the Legislature amending the same, or in any manner affecting the same, as are inconsistent with this act, are hereby repealed; but so much and such parts thereof as are not inconsistent with the provisions with the provisions of this law, shall not be considered as repealed, altered or modified in any form affected thereby, but shall continue and remain in full force and effect.

Sec. 19. The powers now vested in the Mayor, Aldermen, and Assistant Aldermen in granting and revoking tavern licenses, together with all other powers as excise commissioners, shall be henceforth vested in the Mayor, with the Aldermen and Councilmen representing the district in which the premises of the party licensed or to be licensed may be located.

Sec. 20. This act shall be submitted for the approval of the electors of the city and county of New York, at an election to be held in said city on the Tuesday next succeeding the first Monday in June, one thousand eight hundred and fifty-three. The tickets which shall be polled at such election shall contain either the words "In favor of amendments to charter," or "against amendments to charter;" and if a majority of all the persons voting thereon at such election shall vote the ticket "In favor of amendments to charter," this act shall become a law; if a majority of such electors shall vote the ticket "against the amendments to charter," this act shall be void.

Sec. 21. The Common Council are hereby authorized and directed to make all necessary arrangements, by ordinance or otherwise, for the conduct and regulation of all elections authorized under the provisions of this act, and in conformity, as far as may be, to the general election laws.

STATE OF NEW YORK.
Secretary's Office.

I have compared the preceding with the original law on file in this office, and do hereby certify the same to be a correct transcript therefrom, and of the whole of said original law.

Given under my hand and seal of office, at the

city of Albany, this 16th day of April, one thousand eight hundred and fifty-three.

ARCHIBALD CAMPBELL,
Deputy Secretary of State.

The foregoing act was directed to be published, once a week, in all the Daily and Weekly Newspapers of the city, until the 7th day of June. By order of the Common Council.

D. T. VALENTINE, Clerk C. C.
New York, April 28, 1853.

PACIFIC RAILROAD LOAN. \$4,000,000 Loan

ON THE
MORTGAGE BONDS OF THE PACIFIC
RAILROAD COMPANY OF MISSOURI.

THIS Company will receive proposals until the 11th of July next, for four millions of dollars of their construction bonds, to be issued in sums of one thousand dollars each, payable at the city of New York twenty years after the date thereof, with coupons attached for the payment of interest at the same place semi-annually, on the first of January and first of July in each year, at the rate of 7 per cent per annum.

These bonds are secured by a first and only mortgage on the Southwestern Branch railroad, 300 miles in length, and one million of acres of land on the line of that branch, granted by Congress to aid in its construction: and also by second mortgage on the Pacific railroad, 290 miles in length. About 130,000 acres of land, not included in the mortgage are set apart to aid in meeting interest.

Forty miles of the Pacific railroad, from St. Louis westward, is about completed, and 85 miles further, reaching Jefferson city, the capital of the state, is under construction. About \$1,600,000 has already been expended by the company in the completion of the first division, and in the construction of an excellent machine and car shop, and engine house, and the necessary real estate, and the surveys required to prepare the whole 600 miles of railway for contract.

The Pacific railroad line extends from St. Louis to the vicinity of Independence, near the mouth of the Kansas, 290 miles, and its southwestern branch diverges about forty miles west of St. Louis, and runs near Springfield to the southwestern part of the state, a little north of Ta-le-quah, the capital of the Cherokee nation, 300 miles.

The charter was granted with the view, and the right, of ultimate extension to the Pacific Ocean, with an authorized capital of ten millions, and privilege of increase under general law.

Capital subscribed in Missouri over \$2,000,000, of which about 40 per cent. is paid up. State loan to the company authorized \$4,000,000, of which \$700,000 has been issued and sold at a premium. For such stock now issued, the state holds a lien on the Pacific railroad only. Land granted by Congress, now the property of the company, about 1,250,000 acres.

One or the other of the lines of this company will be the Central National line of railway to the Pacific ocean. Reconnoissances and surveys of the United States government will connect with both.

The whole amount of bonds which can be issued under the mortgage is ten millions of dollars. The whole of these bonds are convertible into land of the Company, and one-half into stock of the Company, within a limited time, at the option of the holder.

The Company reserve the right to accept proposals for all or any portion of the amount.

Ten per cent of the amount allotted to each subscriber will be required on notice of the acceptance of his proposals, and the balance as called for by the Directors, not exceeding ten per cent. monthly. Any subscriber may, however, at his option, pay up in full, and receive his bonds at any time.

Interest will in all cases be adjusted, on payment of the final instalments.

Proposals will be received at the office of Messrs

Riggs & Co., 56 Wall street, N. Y., inclosed, sealed and endorsed, "Proposals for Loan of \$4,000,000 of Pacific Railroad of Missouri." Laws, Reports, Documents and Map, showing the condition, relations and prospects of the work, and all necessary information relative to its affairs, &c., may be obtained after the 1st of June on application to Messrs. CAMANN & Co., or Riggs & Co., at 56 Wall street, or the subscriber, personally, or by letter. By authority of the Board of Directors.
THOMAS ALLEN, President.
St. Nicholas Hotel, N. Y., May 20, 1853.

Pease & Murphy,
FULTON IRON WORKS,
Foot of Cherry st., E. R. Office, 27 Corners,
Corner of Cherry st. Manufacturers of Land
and Marine Engines.
N. B. Engines and Rollers repaired. 6tf

Notice.

LITHOGRAPHY.—The Court having granted the petition of the undersigned for a dissolution of his partnership with ALPHONSE BRETT, trading under the firm of A. BRETT & CO., Lithographers, Philadelphia, and having removed from Goldsmith's Hall to that convenient business stand, the new Girard building, No. 50 South Third Street, he would therefore beg leave to inform his friends and the public, that he is prepared to execute lithography in all its branches, in a superior manner. Having the best artists and workmen employed, he can freely warrant his work as equal to any in the trade.

Publishers, civil engineers, machinists, and others requiring lithographs, plain or in colors, can depend on the correctness and high finish of their designs, along with promptness and despatch.
DAVID CHILDES,
Apl 1m 50 South Third street.

NEW YORK
Lubricating Oil Manufacturing Co.
12 BROADWAY,
PROPRIETORS AND MANUFACTURERS OF
DEVLAN'S PATENT LUBRICATING OIL,
FOR ALL KINDS OF MACHINERY AND RAILROADS.

THIS OIL is now extensively used on the principal Railroads in Pennsylvania, New York and N. E. States. It runs machinery with less friction, thereby enabling the consumer to accomplish more with the same motive power, and save their machinery from unnecessary wear. It is entirely free from Gum, and will cleanse and destroy all old Gum that has accumulated upon Pistons and Journals, by the use of bad oil. It will wear longer than Sperm, and is from thirty to forty cents a gallon cheaper, which makes a great saving to the consumer.
ap30 3m

Trautwine on R. R. Curves.
By JOHN C. TRAUTWINE, Civil Engineer,
Philadelphia, Pa.

JUST published, accompanied by a Table of Natural Sines and Tangents to single minutes, by means of which all the necessary calculations may be performed in the field.

This little volume is intended as a field-book for assistants; and will be found extremely useful, as it contains full instructions, (with wood cuts) for laying out, and adjusting curves; with Tables of Angles, Ordinates, etc., for Curves varying from 13 miles, down to 146 feet Radius.

A portable Table of Natural Sines and Tangents to minutes, has for a long time been a desideratum among Engineers, independently of its use in laying out curves.

The volume is neatly got up in duodecimo; and handsomely bound in pocket-book form.

Sold by Wm. Hamilton, Actuary of the Franklin Institute, Philadelphia. Price \$1.

Also, "Trautwine's Method of Calculating Excavation and Embankment."

By this method, which is entirely new, (being now made known for the first time) the cubic contents are ascertained with great ease, and rapidly, by means of diagrams, and tables of level cuttings. Thin octavo; neatly half bound, \$1. For sale by Wm. Hamilton.
June 28, 1851.

Gerard Ralston,
21 TOKEN HOUSE YARD, LONDON,
OFFERS HIS SERVICES FOR THE
PURCHASE AND SALE OF
AMERICAN SECURITIES,
COLLECTION OF DIVIDENDS,
DEBTS, LEGACIES, ETC.,
And for the Purchase and Inspection of
Railroad Iron, Chairs, or
any kind of Machinery.

REFERENCES:

Messrs Palmer, McKillop, Dent & Co., London.
" George Peabody & Co, London.
" Curtis, Bouve & Co, Boston.
Richard Irvin, Esq., New York.
Robert Ralston, Esq., Philadelphia.
C. C. Jamieson, Esq., Baltimore.

To Contractors

SEALED PROPOSALS will be received at the Engineer's office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until Aug. 10th, at ten o'clock for the graduation and masonry of the whole of said Railroad, a distance of 125 miles. Bids will be received for any number of sections, the company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited by contractors of ability, for the whole road.

This road runs through some of the finest portions of the State, the facilities for the supplies of every kind being very abundant.

Plans and specifications may be seen at the office after July 1st.

J. B. WESTBROOK, Chief Engineer.
Portland, April 9, 1853.

A Good Enterprise.

THE concentration of six or seven Railroads at Fort Wayne, Indiana, viz: Ohio and Indiana, Fort Wayne and Chicago, Fort Wayne and Cincinnati, Fort Wayne Southern, Wabash Valley, Fort Wayne, Union and Cincinnati, and the Fort Wayne and Mississippi Air line railroads, will require and offers favorable inducements for an extensive establishment for the manufacture of Railroad Cars, and other machinery. Persons willing to embark in an enterprise of this kind, would receive encouragement from most of the roads above named, if application be made soon.

Fort Wayne, May 18, 1853.

* The above is from responsible parties, who will lend efficient aid to the enterprise proposed.—[Ed. R. R. J.]

To Railroad Track-Layers.

PROPOSALS, under seal, are requested at the Railroad Journal office, New York, on the 10th July next, for laying the track of the Mobile and Ohio, Tennessee and Alabama, and Paducah and Tennessee railroads;—aggregate length, 512 miles. Plans, specifications and other required information, will be furnished at the time and place above mentioned.

JOHN CHILDES,
Chief Engineer.

MOBILE, May 17th, 1853.

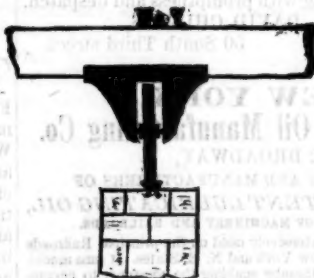
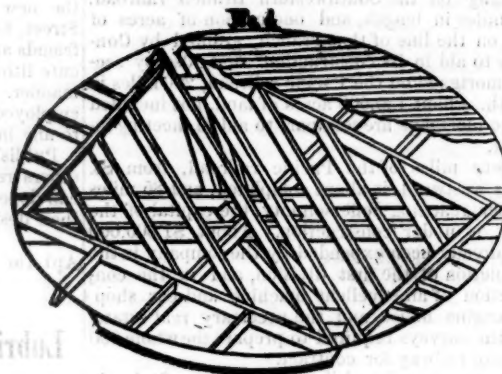
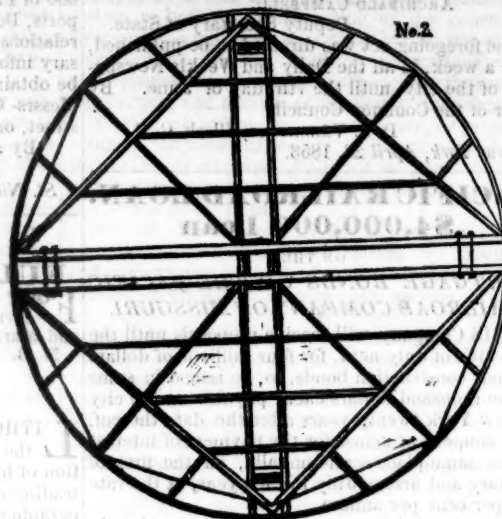
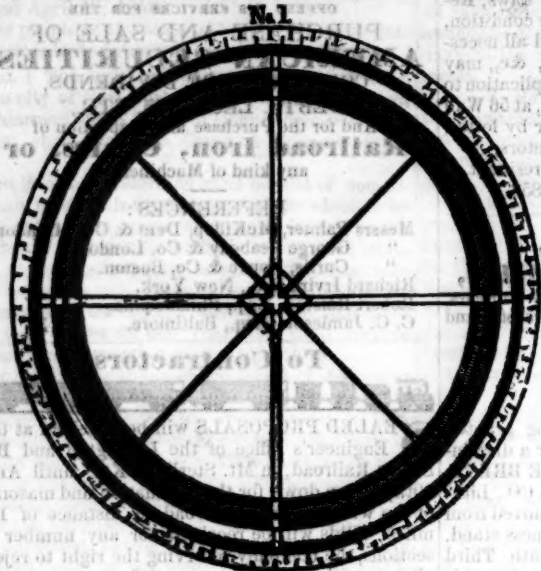
Notice to Contractors.

PROPOSALS will be received until noon the 20th June, for the Graduation and Masonry of the Franklin and Warren Railroad, extending from a point on the eastern State Line of Ohio, in the County of Trumbull to Ashland, Ashland county, Ohio, a distance of about 106 miles.

The line will be ready for examination June 18th. For particulars apply at the Engineer's office, Franklin, Portage county, Ohio.

The remaining distance of the road extending from Ashland to Dayton, or Maysville, will be ready in a short time.
M. KENT,
President F. & W. Railroad.
SAML H. KNEASS,
Chief Engineer.
FRANKLIN, May 19, 1853.

CARHART'S IMPROVED TURNTABLE.



THIS TURNTABLE, together with an Engine and Tender of 30 tons weight, is capable of being turned by **ONE MAN in 25 SECONDS.**

The Patentee of this Improved Table would solicit an examination by those Railroad Companies which have not tried its merits. It is guaranteed to be the cheapest and most durable one now in use; its simplicity rendering it impossible to get out of repair, unless it is placed upon treacherous foundations. The whole cost, ready for use, was formerly \$1,300 apiece; this included all the workmanship and materials, which were the best that could be furnished, with the exception of excavating the pit and furnishing the rail for the tracks. At the present time, owing to the rise in iron, and the scarcity of stone at some points, the subscriber is compelled to ask a small advance on the above mentioned price. Should it suit the pleasure of any to confer with the subscriber for further particulars,

or inquire into the practical utility of the Table as tested for the last four years, they are respectfully referred to the

Hudson River R. R. Co.,
S. W. Roberts, Esq., Chief Engineer of the Ohio and Penn. R. R., at Pittsburgh, Pa.
O. Barnes, Esq., Resident Engineer of the Central Pennsylvania R. R., Pittsburgh, Pa.
J. Durand, Esq., Supt of Cleveland and Pittsburgh R. R.

Wm. E. Furguson, Esq., Chief Engineer of Toledo, Norwalk and Cleveland R. R., Cleveland, O.
A. J. Conover, Esq., Chief Engineer of Columbus, Piqua and Indiana R. R., at Piqua, O.

Fig. 1, of the above cut, represents the Foundations, consisting of the Bank and Track Walls, the latter made of cut, and the former of hammer-dressed stone, with a cut coping. The Track is spiked and leaded to the stone wall, and cut perfectly level

and smooth. The centre pier is of stone, with a step for the screw and pivot bolted to the same.

Fig. 2, shows the Carcase Framing.

Fig. 3, is a side view of one Main Truss, with the mode of gearing, including the mitre-wheels, and iron crank frame, rack and pinion.

Fig. 4, gives a perspective view of the rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is the screw for the pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of the track wall, well and pedestal.

For further particulars, please address

D. M. CARHART,
Cleveland, Ohio.

February 14, 1853.

LAHAYE'S Patent Self-acting Brake.

THE attention of Railroad Companies is respectfully called to this improvement, used exclusively on all Passenger Cars upon the Philadelphia and Reading Railroad, and now being attached to those building for the Camden and Atlantic Railroad, and several other Roads.

Lahaye's Self-acting Brake can be attached to any Car without interfering with the ordinary Hand Brake, is simple in its construction, and reliable in its action.

By trials made with this Brake, Passenger Trains, at a speed of 80 miles per hour, have been brought to rest within a distance of 250 feet.

For Right to use, or any other information, apply to

O. A. NORRIS,
American Railway Agency, 12 Farquhar Buildings,
May 20, 1853. Philadelphia.

To Engineers, Architects and Draughtsmen.

THE undersigned begs respectfully to inform Gentlemen in the above professions, that he has constantly on hand a great variety of Instruments for Field and Office use. JAS. PRENTICE,
Feb. 9 1853. 315 Broadway, N. Y.

Oxford Furnace, N. J. ESTABLISHED A. D. 1743.

THE Subscriber manufactures and keeps constantly on hand for sale, every variety and size of Railroad Wheels, made from the celebrated Oxford Iron. All orders addressed to CHAS. SCRANTON, Oxford Furnace P. O., will be attended to promptly.

Sept. 11, 1852. 17*

IRON.

Pierson & Co.,

24 BROADWAY, NEW YORK,

KEEP on hand a large and general assortment of ENGLISH and AMERICAN, Refined, BAR, BOLT, SHEET and SHAFTING IRON, especially manufactured for LOCOMOTIVE and CAR BUILDERS, and RAILROAD MACHINE SHOPS; also, Boiler Plates and Rivets, Sheet, Cast and Spring Steel.

Locomotive Cranks, Axles, Tires and Tire Bars, of the B. O. LOWMOOR, and other approved makes imported to order on the most favorable terms.

February 14, 1853.